

PRICE 958 NINEPENCE 625.8

EXCITING NEW TWO-FIFTY

# THE MOTOR CYCLE

FOUNDED 1903 · LARGEST NET SALE IN THE WORLD

For your motor  
corset choose a

**'Captain 200'**

made by

# JAMES

the Alternative Color Scheme



LRD 872



JAMES CYCLES LTD.  
BIRMINGHAM 11



*ask to see*

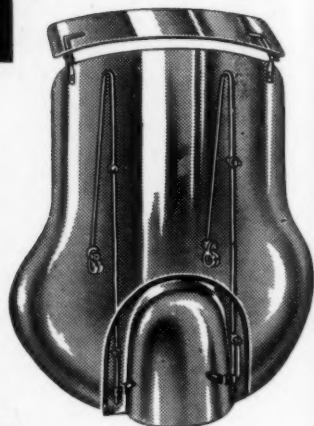


The Golden Peacock Models for  
A.J.S., Matchless, B.S.A., Triumph,  
Ariel, Enfield, Norton and  
Velocette. Price £5.7.0.

**METAL & PLASTIC  
COMPACTS LIMITED**

ARMOURY ROAD, BIRMINGHAM, 11

Phone: VIC 1008 and 2381 (20 lines) Grams: AMPECE, B'HAM



**ASK TO SEE M.P.C. AT  
YOUR LOCAL DEALER.**

**EVERY  
MECHANIC  
(PROFESSIONAL  
OR DO-IT-YOURSELF)  
SHOULD USE**

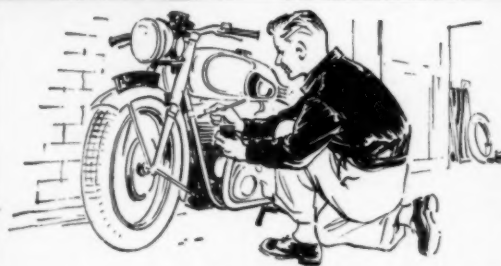


**GRE-SOL**

Are YOU in the Black Hand Gang?  
Modern GRE-SOL jelly cleanser cleans off  
grime, swiftly and effectively; and, being  
antiseptic, prevents infection from cuts and  
scratches.

GRE-SOL is a boon on journeys, it cleanses and disinfects without water.  
Don't use half-measures—GRE-SOL gives you clean hands after any  
job. (And it costs only 1/6.) From Garages, Ironmongers, and Stores  
everywhere.

GRE-SOLVENT CO., WHITEHALL ROAD, LEEDS, 12  
tele. 30385



**NUAGANE "Touch-up"**

BRUSHING LACQUER FOR MOTOR-CYCLES, SCOOTERS AND MOPEDS

You can paint out any scratch or mark on your  
machine with Nuagane "Touch-up". Now in  
150 colours to match every leading manufac-  
turer's colour scheme.

Handy-size tins: ¼-pint, ½-pint, 1-pint, pint  
and quart.

You can buy Nuagane "Touch-up" from your  
local garage or any branch of HALFORDS.

**MOTOR-CAR "TOUCH-UP" LACQUER**

Also available in 150 authentic colours

**NUAGANE PRODUCTS LTD.**

19 SOHO SQUARE, LONDON, W.1 GERard 3347-84

# BELSTAFF

## MESSAGE TO ALL MOTORCYCLISTS & SCOOTERISTS

Dear Friends,

This letter is in the nature of an apology, which we feel is due to those of you who were unable, or found it difficult, to obtain your requirements of BELSTAFF PROTECTIVE WEATHERWEAR during the latter part of 1957.

We do not like making excuses - no one does - but we did find ourselves, during this period, faced with very many difficulties, which seriously undermined our production programmes. The most notable interference with our schedules resulted from a serious epidemic of "Asian Flu" which at times reduced our labour force considerably. Another major problem, which is constantly with us but which seemed during this period to have reached an all time peak, is that of obtaining labour of a standard required to produce a quality of workmanship which you have come to expect of BELSTAFF.

We are pleased to report that all these difficulties have now been overcome and we are in full production of our many and varied models. We give you our assurance that everything will be done, in 1958, to enable you to obtain your requirements of BELSTAFF WEATHERWEAR without difficulty.

Happy 'two wheel' riding.

Yours,  
BELSTAFF MANUFACTURING CO. LTD.



Chemically proofed  
Y.D. Gaberdine  
**£6.14.6**

THE "DUPLEX"  
STORMCOAT

OBTAINABLE FROM LEADING MOTOR-CYCLE  
DEALERS AND ALL REPUTABLE STORES

# BELSTAFF

MANUFACTURING CO. LTD.-  
LONGTON • STOKE-ON-TRENT



SCOOTERJAK

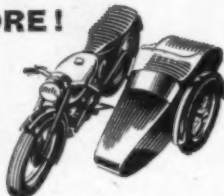
P.V.C. Fabricated Material

**89'6**

# TOUCH UP OR REPAINT

**—QUICKER AND EASIER  
THAN EVER BEFORE!**

You can now treat your machine to the sparkling mirror-smooth brilliance of a Brushing Belco finish even more easily and quickly. The new Brushing Belco Primer Surfacer dries so fast that you can brush on your second coat *within an hour* of applying the first. And an hour or so later you can start smoothing down for your finishing coat of Belco brilliance!



## BRILLIANCE STOPS RUST

Damaged or worn paint—even a scratch—means rust eating further and further into the metal and reducing the value of your machine. Touch up now, quickly and easily with Brushing Belco. There's nothing like it for providing a hard brilliant protection that lasts!



## A BRILLIANT REPAINT FOR YOUR MACHINE

You'll make a wonderful job of it with Brushing Belco! You don't need to be a skilled hand at painting—simply apply Brushing Belco quickly and freely with the least possible amount of brushing. *Don't* go back on your work trying to 'improve' it. Brushmarks disappear on their own, leaving a brilliant glass-smooth finish. There's a big range of colours to choose from. Follow the Belco instruction leaflet, step by step, and you'll turn out a job to be proud of!

Obtainable at **HALFORDS** branches or your usual dealer.



**BRUSHING BELCO  
PRIMER SURFACER  
AND  
CELLULOSE BRUSHING  
BELCO**

# "AVIAKIT" is the COMFORTABLE Helmet

What a comfort to wear a helmet which not only exceeds by far the stringent B.S.I. standards of SAFETY, but which feels so light, so secure, so COMFORTABLE, you hardly know it's on! Appreciative motor-cyclists acclaim this helmet as another great AVIAKIT success. Let this success go to YOUR head, too!

### What comfort!

- ★ Exclusive 'AviaKit' adjustable neck curtain—prevents helmet wobble.
- ★ Weighs a mere 17 ozs.
- ★ Closely fitting ear-flaps—no gape to let in wind or rain.
- ★ Quick release "TERYLENE" reinforced chin strap.

### What safety!

- ★ Hardened, toughened shell.
- ★ 2 solid layers of shock-absorbing laminated cork.
- ★ Flexible peak.
- ★ Exceeds B.S.I. standards by a considerable margin.



In Black or White  
Ladies' Gents' &  
Children's sizes  
61—73

**62/6**

Get your 'AVIAKIT' from Halfords and leading dealers everywhere. In case of difficulty please write to AVIAKIT PRODUCTS, 124 Gt. Portland St. London, W.1

P29



**YOU** should  
wear one *too!*

EXTRA! £50 FREE INSURANCE with every Helmet—plus After-Sales Service!

NEW! 'AVIAKIT' P.V.C. Repair Outfit for tears, rips, cuts, etc. to PVC clothing 3/9

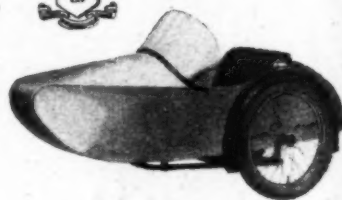
What quality..



What value..

**Watsonian!**

**WINDSOR**



A low priced single-seater sports, Perspex screen, folding hood. Rear opening locker.

Model	Chassis	Price	Total (inc. P.T.)
Windsor	LX	£41 5 8	£51 10 0
Ascot	VG	£78 3 2	£97 10 0
Monarch	VG	£68 18 9	£86 0 0
Light Maxstoke	VG	£63 6 7	£79 0 0
Cambridge	VG	£93 7 9	£116 10 0

Convert your Standard VG.31 chassis to latest Spring Wheel, with or without brake hub. Write for leaflet SPU.

**WATSONIAN**

19, ALBION ROAD, • GREET • BIRMINGHAM 11

# LOOK!

## The World's finest stocks of Protective Clothing!

### RACING & TOURING GLOVES

NO. 802



- ★ Unlined genuine black horsehide.
- ★ Fully lined with a supremely strong and supple material.
- ★ Short semi-gauntlet style.
- ★ Sizes: 8 to 10½.
- ★ (As illustrated.)

21/-

RACING GLOVES 806

Similar to 802 but with zip cuffs for close fitting.

32/6

"AVIAKIT" Leather Dressing 2/3 bot.

### PANTHER SUIT

GUARANTEED COMPLETELY STORM-PROOF

★ Hard-wearing black proofed gaberdine.

★ Lined throughout (including sleeves).

★ Concealed 2-position zip front.

★ Adjustable ankers.

★ Sold separately.

JACKET £4/5/6.

TROUSERS £3/5/6.

£7.10.6

Complete Suit

Men's sizes: 34-44

to 34in.

29in. chest.

Detachable quilted body and sleeve lining available if required extra.



FRONT ZIP

ADJUSTABLE ANKERS

2-POSITION ZIP

CONCEALED ZIP

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### MAMBA SUIT

★ Medium weight "RAIN-SHEDDER" black P.V.C.

★ Good 2-length jacket.

★ Trousers have adj. waist and ankles.

★ Sizes: 34 to 44 Chest.

★ Sold separately.

JACKET £3 3 0

TROUSERS £1 9 6

The Suit complete

£3.12.6

Also for ladies—same price.

### The "COUNTRYMAN"

★ Comfortable and good-looking.

★ Really tough, hard wearing.

★ SOLID LEATHER.

★ Two large pockets.

★ Adjustable leather waistband and waist extension.

★ Warmly lined throughout.

£6.12.6

Size: Chest 34-44.



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### STELLETTIE COAT

★ Just perfect for motor cycling or motor touring.

★ Supremely comfortable.

★ Fully lined.

★ Exclusive "Agreen Front."

★ Supple P.V.C. in black, blue or white.

★ Sizes: 34 to 38 bust.

82/6

Detachable medium weight body and sleeve lining 14/11 extra.



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"EASY PAY" TERMS ON ORDERS OF £5 & OVER—SEND US YOUR ENQUIRY—QUOTES PER RETURN



WIDE RANGE TO CHOOSE FROM.  
CASH OR "EASYPAY."

LADIES' COATS		Cash	Deposit	6 monthly
Noahetta	£3 19 6			19/3
Vicoual	£5 18 11	30/-		22/1
Duplex	£6 14 6	30/-		22/1

GENT'S COATS		Cash	Deposit	6 monthly
Vicoual	£5 18 11	30/-		19/3
Duplex	£6 14 6	30/-		22/1
Pravder	£6 15 0	30/-		22/1
Valiant	£6 17 6	30/-		23/-
Ironhide	£6 17 6	30/-		23/-
Ironhide detach.				
lining	£7 15 0	30/-		25/11
Challenger	£7 7 0	30/-		24/8
Meteor	£10 10 10	30/-		35/5
Supersuede	£19 15 0	30/-		37/5



BELSTAFF OR ARMADAKE. CASH  
OR "EASYPAY"

LADIES' SUITS		Cash	Deposit	6 monthly
Scooterjak	£4 0 6			
Lincoln	£4 19 11	30/-		15/4
Speed Queen	£5 6 6	30/-		16/9
Black Prince	£6 13 6	30/-		21/6
Acc fur lined	£8 15 0	30/-		29/9

GENT'S SUITS		Cash	Deposit	6 monthly
Platonic	£3 15 0	30/-		
Continental	£4 19 6	30/-		15/4
Iron Duke	£6 10 0	30/-		21/1
Black Prince	£6 12 6	30/-		21/6
Acc fur lined	£8 15 0	30/-		29/9
Black Panther	£8 19 6	30/-		30/8
Iron Duke, quilted	£9 5 0	30/-		31/8
Black Prince				
fur lined	£10 2 6	30/-		34/11



RACING LEATHERS

Made to measure in top quality hides. Padded shoulders, thighs, etc. Send for self measurement form.

Cash	Deposit	6 monthly
2-piece leather	£29 10 0	63/- 56/5
2-piece horsehide	£29 15 0	120/- 60/9
1-piece leather	£23 15 0	60/- 50/8
1-piece horsehide	£30 17 0	124/- 72/10



LEGSHIELDS

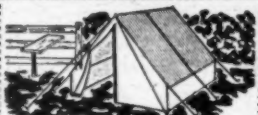
JAGROSE lightweight	£1/-
JAGROSE domed	£2/-
JAGROSE ditto, curved foot	£2/6
PATROL for Quicksilver	£4/6
PATROL for Honda	£4/6
PATROL for motorcycle	£4/6
F. & P. 2/-	

JAGROSE SILENCERS

1 1/2 in. chrome	11/9
All sizes etc. heavy	17/9
Suitable for Triumph	23/9
Magnum shape	19/9

HEAVY DUTY BATTERIES

Fully guaranteed, ext. heavy plates, standard, 14 amps.	26/9
New anti-vibration type	
33 1/2. Post 1 1/2.	6/3



CAMPING HOLIDAYS ARE BEST!

Send now for our FREE CAMPING CATALOGUE. It contains all the equipment necessary for a happy holiday. CASH or EASY PAYMENTS.



NEW TYRES 10/- DEPOSIT

AVON, DUNLOP, MICHELIN, GOODYEAR, FIRESTONE

350 x 8	50/10	3.25 x 18	79/-
250 x 18	59/4	4.00 x 8	65/8
275 x 19	64/7	3.25 x 18	81/8
300 x 20	74/-	3.25 x 20	81/8
300 x 20	74/-	3.50 x 18	94/-
300 x 21	74/-	Post & Pkg. 2/-	

10/- accurate delivery. Tubes can be included in easy-pay orders. Send for order form.



HOOD or W/GREEN APRON GLOTH

50 in. Black Leatherette.	
For yard	14/6
60 in. Black Twill, double texture.	For yard 17/6



RADIAL PANNIER SETS

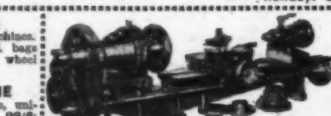
To fit straight on to individual machines. With canvas bags, 118/6. F.V.G. bags 128/6. For Lambretta with spare wheel clamp, 127/6.

JAGROSE PANNIER FRAME

Post & Pkg. Black with folding base, universal fitting, pair 28/6.

PANNIER BAGS

Black Leather Cloth 43/6. Heavy Green Canvas 55/6.



BACK SHAPED, SLIDING SURFACE, AND SCREW-CUTTING LATHES

2 1/2 in. BACK SHAPED, SLIDING SURFACE, AND SCREW-CUTTING LATHES. £29.10.0 or 25/18/- Deposit & 8 monthly at 69/4. Send for full details.

CRASH BARS

Single bar	16/6
Double bar	24/6
Britax single	45/-
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Britax senior	80/-
Sackville, as above, silver	87/6
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ESSEX DEPOT 389 EASTERN AVENUE GANTS HILL, ILFORD VALENTINE 5661

**GREATER SAFETY**

- ★ Built-in reflecting patches glow vividly in even the weakest light.
- ★ Built for toughest weather and riding conditions.
- ★ Seamless, stockinette-lined, with heel, toe and "built-in" kick-start reinforcements.
- ★ Full-length side zip. Semi-bright finish.

Men's 6-12 **46/9**

**DUNLOP**

MOTOR CYCLE OVERBOOTS

WARM, LIGHTWEIGHT AND FULLY PROTECTIVE

DUNLOP FOOTWEAR LIMITED SPEKE LIVERPOOL

89/MR2

It's right to turn to...

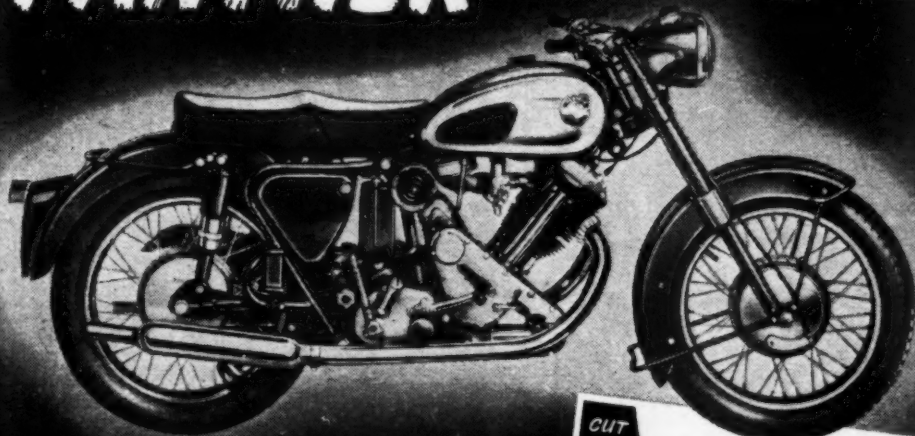
**Linklyfe** the lubricant for your Driving Chain

Now you can really have efficient, lasting lubrication for your driving chain. LINKLYFE leaves a protective, water-resistant film which penetrates to the heart of the chain, resists road grit and will not fly off! Turn right to LINKLYFE today!

Write for descriptive literature. Available from Halfords or nearest dealer.

**A FILTRATE Product**  
EDWARD JOY & SONS LTD  
LEEDS EST. 1897

# PANTHER model 100 600 c.c. O.H.V.



Still the ideal machine for use with a sidecar because it is built from the start to do this job. Robust and powerful, this machine has all the characteristics desirable for combination use while the specification and appearance have been kept right up to the minute.

CUT  
OUT  
AND  
POST  
TODAY

Please send me free the  
"Panther" coloured review

Name .....

Address .....

MCBI

**PHELON & MOORE LTD** CLECKHEATON • YORKSHIRE

## SKILLED MEN!

HERE'S A NEW WAY TO BETTER YOUR INCOME!

VACANCIES

FOR

DRIVERS

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AND

CLERKS

*Up to £25 tax-free bonus plus  
first-rate wages for two weeks of your time*

**A**RE you in a skilled trade? Then you can probably add a tidy sum to your income by joining the Army Emergency Reserve. For one thing, you get pay and allowances at full Regular Army rates whilst in camp. And the more your skill's worth in civilian work, the higher your Army rank and pay. Better still, you also get £9-£25 bonus tax-free.

For this you just spend 15 days a year at a camp, working on your own speciality. And money's not the only profit you get from that. You get a grand refresher course, giving you a lot of new ideas, and putting you right in touch with the latest Army developments. And you get a welcome break from the usual routine, with sports, games and a great social life. For

the place is full of people with the same interests as yourself. Don't miss this chance! Send off the coupon now to: The Under Secretary of State, The War Office (MP6), London S.W.1.

### POST THIS OFF RIGHT AWAY!

Please send me—without obligation—the illustrated booklet telling all about the Army Emergency Reserve.

NAME .....

ADDRESS .....

TRADE .....

CR/AER

**OVER 50,000**  
**MOTOR CYCLISTS**  
 "chose an  
**AVON FAIRING**  
*The FIRST and still the BEST!*  
**GET YOURS NOW!!**

Available for 65 different machines in matching colours.  
 PRICES FROM **£7.15.0**  
 complete with fittings.

**AVON FAIRSHIELDS** Reg. Des. App. for  
 These combined streamlined legshields and engine panels match your "AVON Fairing", £8.19.6 with fittings. Available now for B.S.A.—Duplex frame S/Arm, Triumph 500 and 650, Norton Featherbed, etc.—others available shortly. A veritable two stage dolphin.

**Demand these luxury AVON Products from your Local Stockists**

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 Tel: DURRINGTON WALLS 370 & 525 6

**WISE HEADS WEAR**

**Everoak** B.S.I. APPROVED





**YOU COULD DO WITH AN Everoak FOLDING POCKET CAP!**  
 Light, smart, Silicone Showerproofed! Folds into the pocket without creasing! Just what you need and only **12/6**

**CORK Everoak 63/-**

**EVEROAK ACE 49/6**  
**STANDARD EVEROAK 58/-**  
**EVEROAK T.T. 79/-**

**Touring Abroad?**



If you plan to take your Motor Cycle or Motor Scooter to the Continent, go cheaply and comfortably

## by BRITISH RAILWAYS

modern drive on-drive off Ferries between Dover and Boulogne or Dunkerque.

Extra services will be provided during the summer including a new French Railways Ferry between Dover and Calais.

### SINGLE JOURNEY RATES

Motor Cycle and passenger .....	61/-
Motor Scooter and passenger....	61/-
Moped and passenger .....	44/-

(Return journey rates double the single)

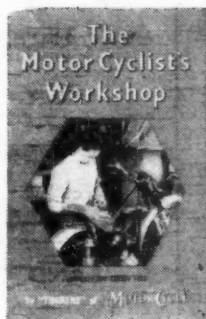
Book well in advance through the A.A. or R.A.C., principal Travel Agents or the Central Motor Car Booking Office, British Railways, Victoria Station, London, S.W.1.



**"...an invaluable book for motor cyclists."** RAC JOURNAL

## The Motor Cyclist's Workshop 6th Ed.

by *Torrens of "The Motor Cycle."*  
 Describes the best methods for every kind of repair job, from minor adjustments to dismantling and re-assembling the engine. It explains the correct use of tools and methods of working which save time and trouble. Throughout the language is plain and non-technical.



from all booksellers

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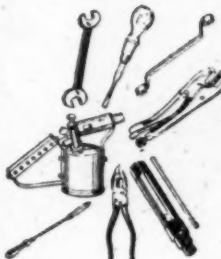
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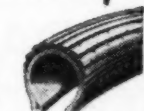
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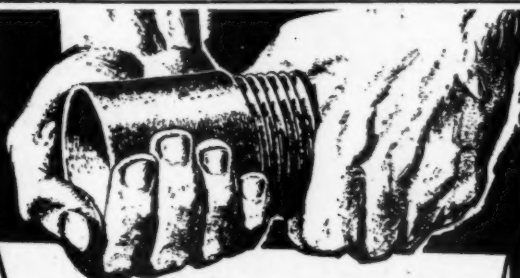
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# THE MOTOR CYCLE

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Vol. 100 No. 2865  
55th Year of Publication



By Saturday many more signs similar to this one on the Cromwell Road extension, London, will have been erected; small, repeater signs will be fixed at 150-yard intervals (see the leading article "Slowing the Traffic" below)

## The New Breed

THE trend develops. This week sees the introduction of further new models from a famous factory: and they are two-fifties. Nearly all the modern features are included—cleanliness of outline, an alternator providing current for coil ignition, valanced mudguards and, that most desirable of features, rear-chain enclosure if required. None can deny that such machines are certain of success in these days of "small-capacity consciousness" both at home and abroad. Yet, had any British manufacturer 10 years ago been asked his opinion of the future of the 250 c.c. class, he would have replied that it was as dead as the dodo—and likely to stay that way. Times have changed since then.

The reasons for the growing popularity of the two-fifty are not far to seek. Well designed, such a machine can provide all the performance that was expected from a three-fifty a few years ago. Allied to that single factor are very desirable attributes such as great ease of handling and of manhandling, light fuel consumption and low tax and insurance rates. What the two-fifty cannot provide is that almost indefinable luxury of great power. Effortlessness at truly high speeds, surging acceleration and the ability to storm upgrades as though they simply were not there remain firmly entrenched in the realm of big engines. Modern two-fifties are attractive and broaden the variety of established ranges. At the same time the larger-capacity machines for which Britain is world-famous will continue to have their special appeal for enthusiasts.

## Slowing the Traffic

WHEN the first large-scale experiment with the 40 m.p.h. speed limit starts on Saturday, more than 50 lengths of main road in the London traffic area will be affected. On 62 of the 83 miles no speed limit is at present in force; on only 21 miles is the standard 30 m.p.h. limit to be raised. Hence the general trend is to extend further the practice of curbing the speed of traffic by regulation. Shortly the 40 m.p.h. limit will be applied to additional lengths of road and if the experiment is a success as a safety measure the Minister of Transport is likely to ask Parliament to approve the extension of the scheme outside the London area.

No real stretch of imagination is required to foresee that after long lengths of arterial road have been festooned with entry, repeater and derestriction signs the "experts" will be advocating yet another limit—say 50 m.p.h.—for the remainder of Britain's overcrowded roads. Only the few specially built motorways will escape. The total number of vehicles licensed persistently increases much faster than new roads are built. Yet the policy of slowing down—even impeding—traffic continues as if it were the certain remedy for the difficulties facing the Minister of Transport. The principle that speed limits produce safety is a fallacy. About all that can be said in favour is that they give the police simple regulations which can be enforced without much legal dispute. As the experts must know, the only sure way to reduce accidents is much quicker road development coupled with a higher standard of road sense by drivers—and pedestrians.

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# Occasional Comments

## Riding to Hounds

WHEN the R.A.F. College at Cranwell was opened in 1920, motor cycling was deliberately discouraged in favour of riding to hounds. This historical item was betrayed in an obituary note by S. P. B. Mais published in *The Times* in honour of A.V.M. Sir Charles Longcroft, first head of the College. It must be obvious—even to our prejudiced minds—that riding to hounds over stiff country is a more personal and educative business than riding a motor cycle on good roads. It may be an open question whether it develops supreme masculine qualities any more efficiently than other forms of motor cycling. Among these the scramble bears the closest resemblance to hunting, but many versions of trials riding exert a very similar influence upon character. Riding to hounds is definitely more expensive than motor cycling, while the fact that it ranks as a “blood sport” prejudices many people against it.

## Two Rear-view Mirrors

ON February 13 I confessed in this column that I do not really care very much whether my mount is fitted with a rear-view mirror or not. I was promptly hauled over the coals by James Ferriday of windscreens fame. Two small mirrors are set high in the frameless screen which is one of his best sellers. He pertinently remarks that although no motor cycle is really vibrationless on average roads, the merest flick of his eyes at those two circlets is enough to keep him adequately informed about the road behind him. Why this contrast between me and him? I think the answer is simple. First, I am unusually sensitive to dazzle and after dark just cannot bear a brilliant beam transmitted via my mirror from some car astern. Secondly, I wear rather strong spectacles. This means that my efficient vision is cut off along a horizontal line in front of me at a much lower level than that of a man who needs no lenses; hence I must move my head more than he to consult a mirror. Thirdly, nature has endowed my neck with a superb universal joint and I find that a quick twist of it normally gives me all the astern gen which I need. With better eyes and a stiffer neck I might use a windscreens with four mirrors.

## Reflected Engine Noise

LETTERS to colleague “Nitor” about windscreens all complain that a screen renders its owner far more conscious of engine noise. A perfect bevy of comments leap to my finger tips on that point. The first is that it is a definite sign

## THE MOTOR CYCLE

of grace to find any tolerable proportion of motor cyclists objecting to any of the noises which they create. The second is that so far no scooterist has moaned to me about the bad manners of his engine. Naturally, being placed well astern and under cover, its rattlesomeness or its treble staccato is slightly reduced so far as the rider is concerned; and of all our engine noises I think that the staccato treble sounds of a small two-stroke are the most objectionable. (I do not think scooter enclosure gives a rider much relief from engine noise. If he is the type who hates such sounds he will gain some relief from the stern position of the engine but no great further relief from the thin tin coverage.) Once again, there are two distinct types of engine noise. One is a wierd blend of metallic contacts, the other merely the sound of gas in motion. I loathe the metallic component but quite enjoy the

## By “IXION”

gas component, provide it is not excessive. Will somebody who has an audiometer please measure scooter engine noise (a) with the stern cover on and (b) with it off?

## Light Luggage

WHILE loyal to the standard roadster, a reader remarks that nevertheless some scooters possess one major attraction for him. Being designed with half an eye on the shopping female they usually provide good accommodation for small parcels or have a convenient hook from which a suitable bag can be hung. By comparison most roadsters are equipped with nothing that helps with the carrying problem. I except Triumphs with the tank-top grid and other models equipped with rear grids. Of course, we can fit a pannier set and choose from a wide array on the market. Smallish items can be mounted on the rear half of the dual-seat (if you have no damsel aboard) and held snugly in place with aerolastics; you can use the tank top similarly but the paintwork will be damaged unless you have a piece of thickish sponge rubber under the parcel. For toting a canvas or leather bag such as most of us might use for a weekend away there is nothing to beat mounting it across the back of the dual-seat or on the mudguard just astern of the seat and retaining it with an aerolastic cluster. In pre-war years a haversack slung over one shoulder was my constant companion. Sometimes it carried my lunch. Sometimes several of those small purchases which a busy housewife thinks up just as hubby is kick-starting. But nowadays the alternatives I've mentioned are preferred.

## Gradient Facts

THE average layman is seldom very exact in his terms when he invades any field of technical knowledge. I doubt whether there is anywhere in the world a paved gradient averaging 1 in 4 from bottom to top. But on country roads there are innumerable hills which contain a brief stretch of 1 in 4. The distinction between average gradient and maximum gradient is widely ignored. We oldsters were necessarily weaned on the once universal Gall and Inglis contour maps which took the form of graphs resembling rows of church steeples peaking at various altitudes. Off the main roads a second element of gradient is at least as important to wheeled travellers as the angle of slope:

it is the surface of the road. In the first decade or two of motoring most cars and motor cycles had to fight shy of many hills which present no problem today. The hill out of Lynnmouth, for instance, was always kept covered with loose stone so that horseshoes could obtain some sort of a grip. But the average motor cyclist could climb it with any certainty only if there were no cops about, when he took to the footpath on the right and waved ferociously at descending peds to get out of his way. Sutton Bank has a brief steep pitch just below the landing. It always had a firm surface but its sheer gradient stopped most motorists in the early days. The hills between Tornapress and Applecross—like Amulree—stopped riders almost wholly by dint of loose surface, with a little help from gradient and more help from yet another factor—short-radius corners, in many cases hair-

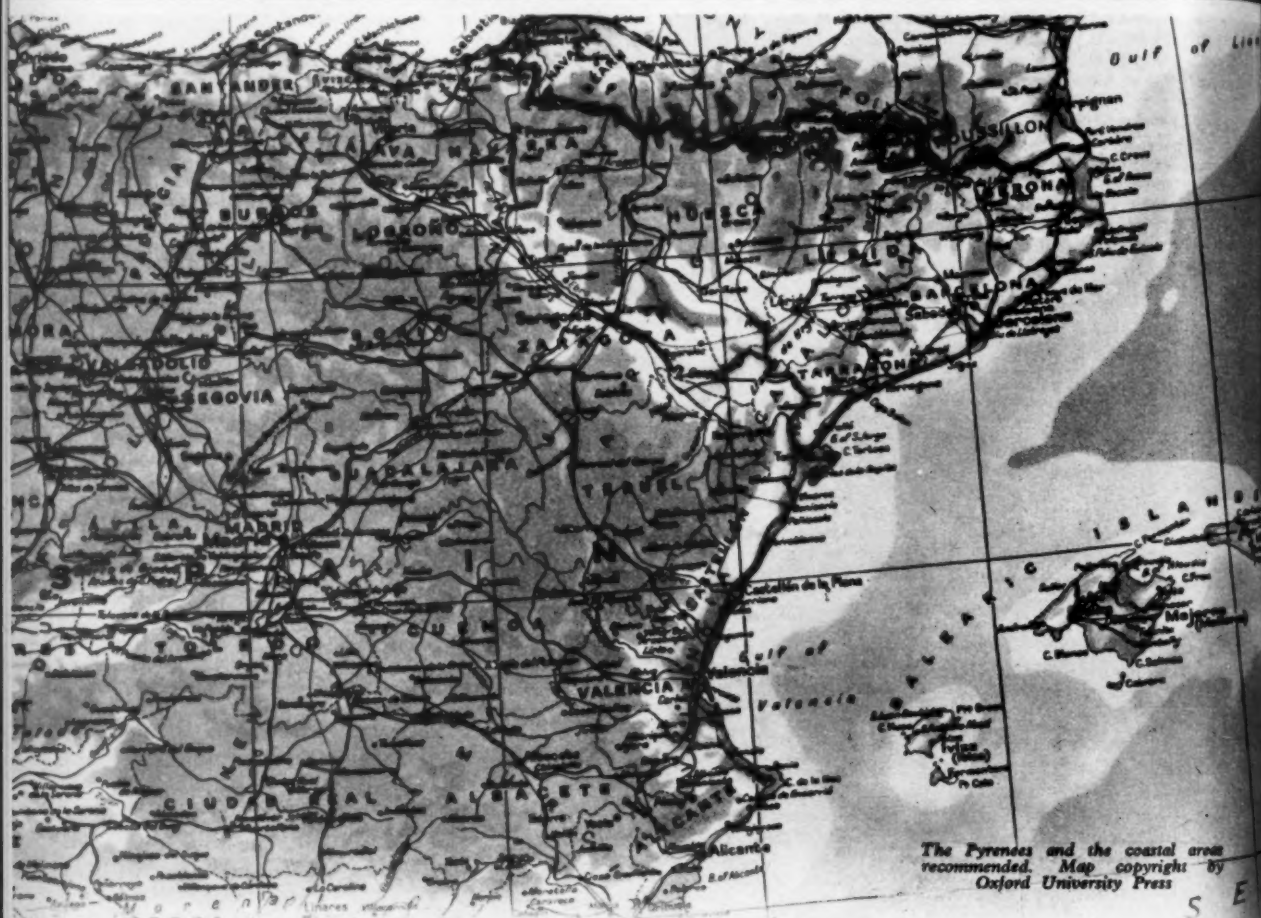
pins. Some 25 years ago one expected to be stopped by the mere acuity of a corner once or twice on the more famous Alpine passes, when reversing a car with weakish brakes towards an unfenced precipice was an ordeal. Today, after colossal expenditure, most Alpine corners have been widened (and in some cases fenced) so that they can be rounded by cars quite easily.

### Sidecarring in 1912

I ENJOYED H. E. Thompson's humorous letter (February 20) on sidecarring in 1912. I can't swear to the exact date of Mr. Church's sidecar outfit with a three-speed hub but many thousands of those hub gears were sold. They had one great advantage over, for example, the N.S.U. two-speed gear of which Mr. Thompson also writes. The N.S.U. arrangement was an epicyclic gear inside the engine pulley (Rudges fitted a few of them at one time) and if the pulley furnished a ratio of 5 to 1, then the low-gear ratio was about 8 to 1. Such a ratio was nothing like low enough for sidecar work in our hillier counties or in six-day trials, whereas the Sturmey-Archer hub gave a really low bottom gear (always assuming that the belt would stand it). But the hub gears were too much like a watch. The clearances between the various gear positions were so fine that if you walloped the model across the Grampians or footed it up a mountain path, there was no knowing what the response of the lever would be when you regained smooth going. The one certainty was that you would not find your three gears where they ought to be. All very well for dallying round the undulating Midlands with a pretty girl but sheer, unadulterated hell in a six-day trial operating on a tight time schedule.

"Ah," say the hounds, "and what sort of a fox might this be?" The charming shot below was taken by a reader near Pontefract, Yorks. And below right? Is the helmeted figure a trials marshal landed with the family pets? He is, in fact, terrier-man for the Badsforth Hunt and he carries the dogs to work in panniers on a Triumph twin!





**S**PAIN—the very name conjures up romance with thoughts of the Alcazar, lateen sails on a brilliant sea, palm-girt shores in the moonlight, the strumming of guitars, dark, smiling señoritas in mantillas throwing flowers to a triumphant matador in the bull-ring. All this may sound travel-agency stuff but the thoughts are authentic enough, and for the adventurous there is much more to Spain than these popular concepts.

The snow-capped Pyrenees with mountain sport centres are shared by France and Spain. To the west is the verdant Basque country. Through central Spain is the sun-baked area where the whole world is comatose in the early afternoon except for the insects which buzz more insistently than ever at that time of day; for miles there is undulating tableland split up by miniature canyons where every stunted olive tree and blade of grass is treasured. To the far south, near Granada, once more there are snow-capped peaks—the Sierra Nevada.

In the fascinating inland and the remote coastal areas which remain "undiscovered" there are few laid-on amenities for the foreign traveller. Roadside restaurants and refreshment stops are virtually non-existent outside the bigish towns, and petrol stations are infrequent. Hotels in the medium-price category tend to be shabby with rather dubious plumbing and sanitary arrangements. The hoteliers will be welcoming and friendly but unless you are an experienced traveller in Spain you might feel a little out of place. As almost throughout the country, dinner is served at 9 p.m. or later and thereafter there is likely to be a clatter and clanging inside and outside the hotel until the small hours. As nearly

everyone seems to rise at dawn, the period of quietness for sleep at night is very short.

Here are a few other hints about Spain which could be useful to those making an extensive tour. First, remember that the weather can be extremely hot from early June to the end of August in all inland areas, and it is wise to do as the Spaniards do—find a shady place to take a siesta; that is, a sleep from 1 p.m. until about 4 p.m. When touring rise early in the cool and brilliant mornings; riding is then very pleasant. Avoid the traditional Spanish luncheon, which is certain to make you feel so sleepy that a siesta is essential!

Regarding food generally, please don't be conservative. Spanish dishes are particularly appetizing. Paella is a savoury rice, a national dish with many regional variations. Canelones à la Catalana are pancakes stuffed with meat and served with a cheese sauce. We, personally, like calamares rellenos—which are piquant stuffed squid (a kind of small octopus). Oddly, it is off the tourist beat where one is usually lucky enough to find the real orzata—it should be a delicious, cold, non-alcoholic drink made from finely ground almonds but, alas, nowadays one comes across inferior imitations.

Spain rivals Italy in historical architectural treasures such as the fantastic walled city of Avila and the aqueduct of Segovia. Almost every town boasts a famous monument and though one may not be interested merely in "sights" they have great fascination. But it is a big country and, not being quite next door to us, so to speak, an extensive tour needs more than the usual fortnight if one

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# Why Not Spain This Year?

KEN AND MOLLIE CRAVEN REVIEW THE  
ATTRactions AND GIVE PRACTICAL

## ADVICE ON A FIRST VISIT

hopes also for a little relaxation.

For those abroad for the first time and others who want to take things easy there are highly developed coastal resorts with every convenience and comfort to entice the tourist and they are attracting more and more visitors every year. Even though (as in the rest of the world's holiday resorts) prices continue to rise quite appreciably, Spain with its special tourist rate of exchange is still one of the cheaper countries for visitors: dinner, bed and breakfast in a moderate hotel should cost about £1 5s and en pension terms at a medium-grade hotel in a holiday resort work out at about the same figure per day.

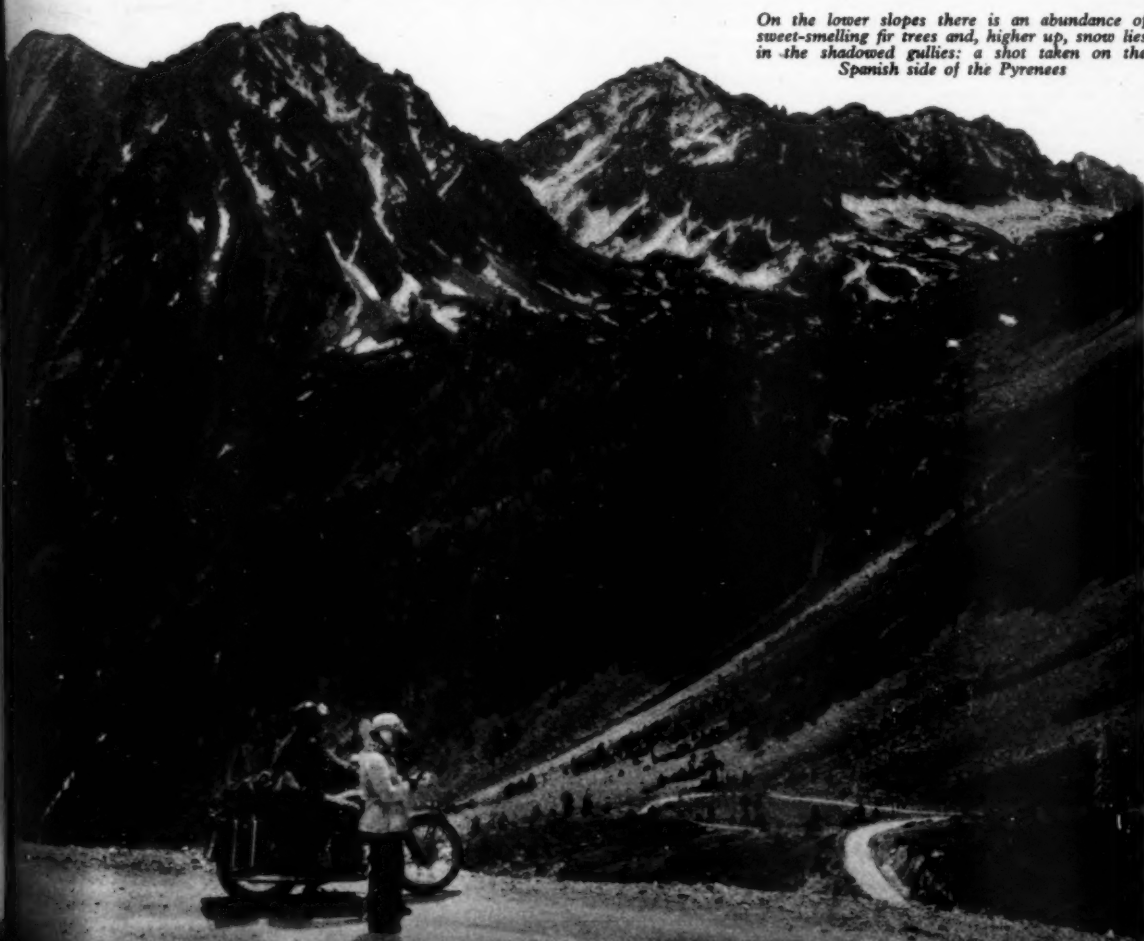
The Costa Brava is the most popular region, probably because it is the easiest to reach. The area lies between the French border and Barcelona and almost all the coast is now one stretch of holiday resort. It is much less costly and sophisticated than the French Riviera, less industrialized and "patchy" than the Italian Riviera, and hence has its own appeal. It is, however, highly developed for tourists. So please do not go to the Costa Brava and expect

to "discover" Spain—it is charming, but it is now only by chance that one can find anything genuinely Catalanian still surviving, apart from the buildings themselves.

There are attractive islands off the Spanish coast but to motor cyclists the most practical choice would be Majorca, the principal island of the Balearics, which is roughly the size and shape of Devon. The climate is perfect and the views are absolutely beautiful. Though Majorca has also become fashionable, there are still some unspoiled villages and the swimming beaches are superb; the coastline is rugged and the mountains, though they do not reach to great heights, are impressive. From Barcelona to Palma, the capital of Majorca, the third-class boat fare is about £1 each way. If you plan to stay for more than a few days it is worthwhile taking your motor over.

Between Valencia and Alicante, a delightful day's ride down the coast road from Barcelona, is the Costa Blanca which is now becoming more popular and fashionable. Here are superb beaches

*On the lower slopes there is an abundance of sweet-smelling fir trees and, higher up, snow lies in the shadowed gullies: a shot taken on the Spanish side of the Pyrenees*





*In simmering heat, Mollie poses with the Craven Matchless and Swallow Jet 80 on a promontory of the Spanish playground, the Costa Brava*

and idyllic surroundings. Obliquely across from there to the north side of Spain is the Basque region with its string of well appointed resorts, some of which, such as San Sebastian and Santander, are famous. Differing from the rest of the Iberian peninsula, it is a land of luxuriant pastures, and green forests grow up the mountainsides. One possible snag is the weather which is responsible for the lush vegetation. The annual rainfall is about the heaviest in Europe but this sombre fact should not be regarded as too discouraging as the sunshine record is high.

Popularity usually means scarcity of accommodation and this is true of the principal Spanish resorts. However, a small party of two or three need not tie themselves by advance reservations—always a hampering commitment—but should nevertheless remember to begin to look for a hotel early in the evening to avoid disappointment. A useful tip to bear in mind is that by taking hotel rooms in a village a few miles inland one can often be sure of cheaper and more easily found accommodation. Motor cyclists can afford to be independent of other transport, so we have a wider choice than most other tourists.

It was to Tossa de Mar, Costa Brava, that we took our midsummer Partitour last year. We had long resisted the pleas of our regulars to run a tour to Spain, our main objection being the 700-mile trek from the Channel through France to the frontier. The trouble, as we saw it, was that the direct and obvious routes, though they lay through pretty country and took in some historic towns, did not offer much variation in scenery. To us, a continental tour is incomplete if it lacks a reasonable quota of mountain roads and snow-capped peaks; straight highways soon become tedious, however picturesque the landscape.

In fact, by spending a lot of time beforehand poring over maps we selected a varied route which did not deviate too much and so add appreciably to the mileage. We began with a couple of days in Paris and then rode directly from Paris to Biarritz, with a night-stop at Limoges; by this route we skirted part of the lovely Loire valley and were on the fringe of the Dordogne.

As we passed through the region of the Bordeaux vineyards, and the sand-dunes and pine-lands of *Les Landes*, we encountered a small hurricane—an alarming yet fascinating experience. True, our particular miniature cyclone was an unusually severe one (breaking all records, according to the local papers), but this type of storm has to be taken into consideration throughout the Biscay area in summer.

After a night-stop in Biarritz, we carried on 10 miles to fashionable St. Jean de Luz and then turned inland up the valley of the River Nivelle into the foothills of the Pyrenees. It is 125 miles to Eaux Bonnes via St. Jean Pied-de-Port, Oloron and Laruns and, though the road does not rise above 2,000 feet, it provides some splendid views. From Eaux Bonnes to Bagnères-de-Luchon the road is often sinuous with hairpin bends. Here we came close to the snow-capped peaks over a series of passes rising from 4,000 to 7,000ft. After entering Spain at Les there were more high passes and magnificent scenery.

On crossing the frontier the roads deteriorated at once! But the ride down to Lerida is an interesting one, with many examples of the tragic impoverishment of the countryside by erosion, long

one of Spain's most serious problems. The main roads sometimes look much better than they are—often a smart-looking main highway is disappointing, the surface proving lumpy and undependable at anything above a modest speed. This applies to the road down from Lerida to Barcelona. Just before reaching Barcelona, a small turning on the left leads to the famous monastery of Montserrat.

Following a few days' boating, lazing and swimming at Tossa de Mar, we turned homeward along the coast-road and up into Andorra. It is a delightful little mountain eyrie, a Catalan republic poised geographically and politically between Spain and France, high in the Pyrenees. We received such a genuine and warm welcome from our hostler that we must share our good fortune with other travellers—the Hotel Pla at Escaldes, in the heart of Andorra, is now starred not only by the A.A. and the R.A.C. but by our Partitours as well! Incidentally, we startled the kind Señor Pla into amazement when Ken greeted him in Catalan! Our host was willing to be impressed by Ken's Spanish but he almost refused to believe that any Englishman had actually learned to speak Catalan. The occasion merited some extra-special sherry in celebration.

From Andorra we pressed on again by way of Carcassonne, the famous mediaeval walled town which, despite extensive restoration, is still highly photogenic and intriguing. The Gorges de Tarn are worth a visit—we planned the route to include them—and the countryside is unspoiled, too. Farther north came the rather dramatic hills of Auvergne with their burned-out volcanoes and lava outcrops, one of the most individualistic little areas of France.

With a night-stop at Puy de Dome, another at Auxerre and a long last day's run to the Channel port, we completed our journey and it was a route which we can warmly recommend for variety of scenery. It is true that it did not include a very large stretch, or a typical one, of Spain itself, but it is most suitable for riders who do not already know Spain but wish to gain a favourable first impression. With our fortnight, we preferred to allow ourselves the luxury of a somewhat leisurely holiday rather than make a desperate attempt to see everything at once.

There is no need to learn even a smattering of Spanish if you intend to visit only the popular touring areas, for in many of them you now hear more English than Spanish. For travelling inland or off the main tourist tracks, however, it is advisable to take a good phrase book along. Spain is one of the few countries in Europe for which a visa is necessary. A visa is valid for one year and costs £1 7s; it is obtained by sending your passport with a postal order or cheque to the Consulate, 21, Cavendish Square, London, W.1; if you visit the office, the hours are from 10 a.m. until 1 p.m. on weekdays and from 10 until noon on Saturdays. No forms have to be filled up and photographs are not required.

A final point—all who visit Spain have to decide if they will or will not succumb to their curiosity and visit a bullfight. Most of our Partitour members did visit one. Opinions were mixed, but to Ken, once knowledgeable on such matters, it was evident they had not seen a high-class, expert's bullfight anyway. If you do go, play fair and learn something about bullfighting in advance, otherwise you will be like a Spaniard visiting Lords to watch a Test match—and almost equally perplexed!

90

DAY  
TRAV

Dear Sir,

I purch  
years ag  
journeye  
London,

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Dear Sir,

I purchased a 125 c.c. Bantam two years ago and since then have journeyed from Worthing to Outer London, every working day during

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I have now covered nearly 50,000 miles, or nearly twice round the world in these two years.



**GOES EVERYWHERE**

During this period, I have had amazing service from the machine. Apart from minor "teething troubles" I have had only normal maintenance carried out and it is still in excellent shape.

I have done this Worthing-London run, irrespective of weather conditions, even during the rather "tricky" period of the 1956 winter, when there was a great deal of icing up of the road, this, without any starting difficulty.

If you could see this machine now, you would agree, I think that it is running as good as new!

Naturally, new parts have been added during the 50,000 miles, but I would hardly expect otherwise.

Regarding m.p.g. I have often averaged a figure as high as 150, for quite a long period.

"Road holding" has been excellent and although the machine is fitted with a large windscreen, head-on gales and side-winds have hardly affected the line of travel.

In conclusion, I congratulate the designers, technicians and assemblers who first put this amazing two-stroke on the road.

H. Higgs.

Send me Bantam Catalogue  
B.S.A. MOTOR CYCLES LTD.,  
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# Leading or Trailing Links?

A Designer-manufacturer Comments on Front Suspensions

with Pulled and Pushed Wheels

By O. B. GREEVES

AS a student of front-fork design who has become a devotee of the leading-wheel layout, I was most interested in the Technical Editor's article on the subject (February 20); his explanation of the wheelbarrow argument was very lucid. I should like to add my comments on this theme in which I became concerned in 1948 as a result of the roadholding and steering properties of three motor cycles from the same stable.

The first machine had a diamond frame and girder fork with a travel of only about  $\frac{1}{2}$ in, controlled by side springs; the second featured a cradle frame and central-spring fork providing a much greater movement; the third had a diamond frame and the central-spring fork. The first machine handled badly, the second was good and the third was reasonable, though at high speeds it was liable to show unpleasant characteristics. Modifying its fork spring to increase the travel from 2in to  $3\frac{1}{2}$ in improved matters, but the cure was the fitting of a trailing-wheel fork giving a total movement of 5in to 6in.

In my opinion the cause of the poor handling, apart from actual wheel adhesion, was the transmission to the frame of road shocks sufficient to cause frame deflection and thus affect the alignment of the rear wheel. The cradle frame of the second model was torsionally stiffer than the diamond pattern, hence the superior handling. When the softer suspension was fitted, the diamond frame of the third machine remained in alignment in spite of very arduous usage.

The first Greeves machine, designed late in 1950, had a similar trailing fork in conjunction with a welded tubular frame of good torsional stiffness. It handled satisfactorily on the road but scrambles work revealed the shortcomings of the fork. With the trailing design there is considerable weight ahead of the steering axis and consequently the steering tends to flop over on to full lock when the wheel is off the ground. Further, the high polar moment of inertia adversely affects the speed of response of the steering—and so the precision of control—and I consider that it demands a higher degree of lateral stiffness in the frame.

Preferring the simple approach where possible, I do not like the complication of parallel linkages and floating shoe plates for front brakes. Yet, as Alan Baker mentioned, to take braking torque through the link of a trailing-wheel design results in

a great increase of dip at the front and leaves very little suspension travel for shock absorption.

When a fixed shoe plate is used, the length of the leading or trailing arm in relation to the wheel diameter has a profound effect on the energy absorbed by the brake during suspension movement. That energy is at a minimum with the Earles type but is increased by the relatively short links used by ourselves and others. With a trailing-wheel layout the work done by the brake is reduced on upward deflection of the wheel (owing to the relative rotation of the shoes and wheel) and is increased on the rebound movement.

As the load on the wheel increases with upward deflection and decreases on rebound (by virtue of spring-rate and inertia effects), the tyre tends to be lightly braked under conditions of maximum adhesion and heavily braked with minimum adhesion. With a leading wheel the circumstances are reversed. On smooth roads actual braking distances differ little with each system but, whereas retardation from higher speeds is quite good with a leading wheel, it is markedly less with a trailing wheel.

Like Alan Baker I do not like the dip of the trailing layout on front-wheel braking and find the leading-link rise quite acceptable, particularly as it is accompanied by an increase in the contact pressure between tyre and road. The

increase results, of course, from the fact that the force to accelerate the front of the machine upward must have a reaction on the road.

On the current Greeves fork the upward inclination of the links is less than it appears and was chosen to give minimum wheelbase changes with small deflections. If such changes are appreciable, heel-and-toe tyre wear results from the inevitable acceleration and deceleration of the front wheel with springing movement.

When dealing with suspension geometry, the Technical Editor illustrated an assumed angle of the reaction when the wheel hits a large bump but the linkage was shown in the static-load position. However, as wheel deflection increases, the situation of the initially horizontal leading link progressively improves; on the other hand that of the inclined trailing link becomes worse in terms of shock transmitted to the stanchions and frame. In the course of my extensive development work I found this difference in shock-absorption capacity at large deflections to have a very marked effect.

The trailing-link layout gives its greatest wheelbase variations round static load whereas with the leading link the variation is greatest at the extremes of travel. Moreover, near full deflection the wheelbase is lengthened in the first case and shortened in the second. Were one to drive into a wall, the trailing-link machine would have to move backward as the fork deflected—thus increasing the effect of the impact—but the leading design would provide as much as 2in longitudinal movement to help in absorbing the shock.

On the left is the Adler front fork, a modern leading-link design. The other photograph shows the original Greeves front suspension, by inclined trailing fork having a relatively short lever length



# New Two-fifties From Woolwich

THE MOTOR CYCLE

Exciting Overhead - valve

Singles Added to A.J.S.

and Matchless Ranges:

Technical Soundness Allied

with Stylish Appearance

"WE have tried," said Jock West, sales director of Associated Motor Cycles, "to achieve that indefinable modern appearance without resorting to the excessive bulk and extreme 'one-ness' that cost money and often result in poor accessibility." He was talking about the new 248 c.c. four-strokes which make their debut today at the Geneva Show in two forms—the Model 14 A.J.S. and the G2 Matchless. That those efforts have been highly successful is clear from the illustrations on these pages. Here, indeed, are worthy additions to the ranks of modern British two-fifties, models in which technical soundness and functional layout are united with unusually happy styling.

Both models are essentially similar. Though design is largely orthodox, there is evidence of a healthy willingness to accept unorthodoxy, but only if it offers worthwhile advantages. Thus, the over-square engine has a *désaxé* cylinder (i.e., its axis is offset from the crankshaft axis) and an obliquely mounted cylinder head. Again, whereas the gear box appears to be in unit with the engine, it is actually a separate component and the primary chain is adjustable. The frame is mainly tubular in construction, but ingenious use is made of steel pressings, and full enclosure of the rear chain is available as an optional extra. The chief impression is of an up-to-the-minute machine in the classical tradition, compact and efficient.

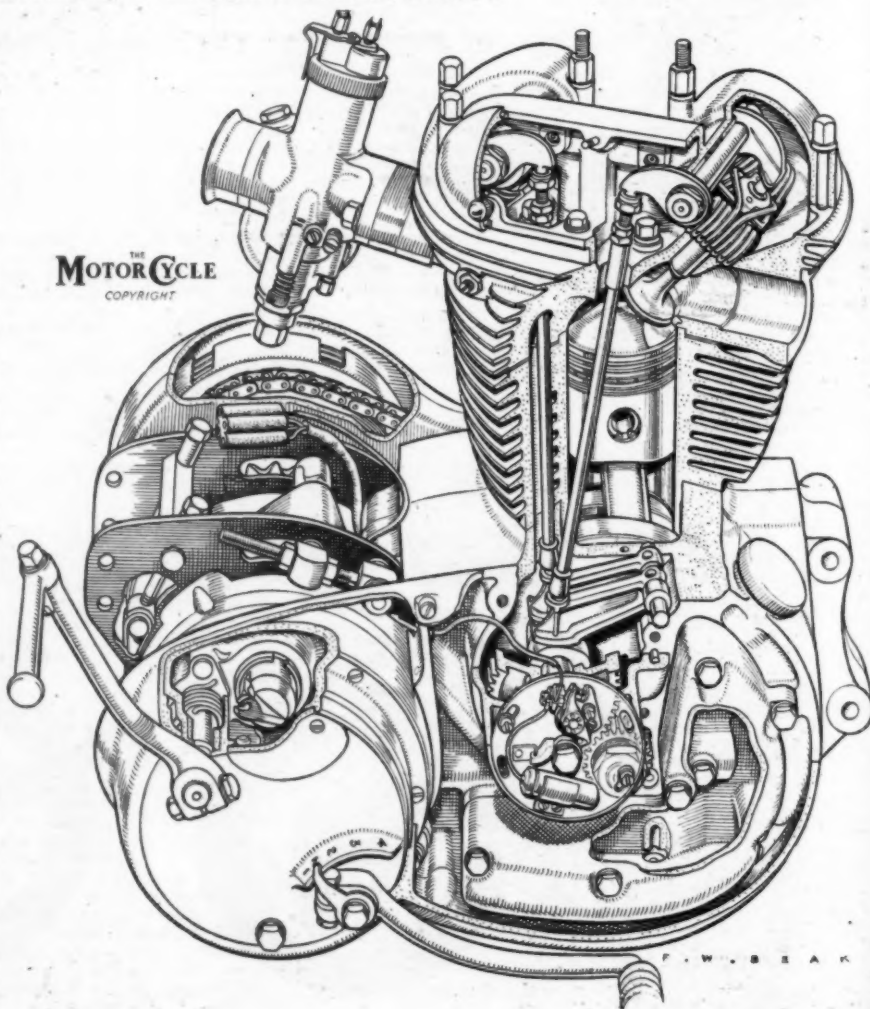
Bore of the deeply finned cast-iron cylinder is 69.85 mm and the piston stroke is 64.85mm—not quite the same as twice the crank throw because of the offset cylinder axis which lies  $\frac{1}{2}$  in ahead of the crankshaft axis. The *désaxé* arrangement is not uncommon in car power units and two advantages are claimed for it: the movement of the

piston across from the non-thrust to the thrust side of the cylinder at the top of the stroke is more gentle, so that slap is minimized, and the connecting-rod angularity at maximum combustion pressure is reduced. This second point means a slightly better use of that portion of the power stroke together with a small reduction in piston friction.

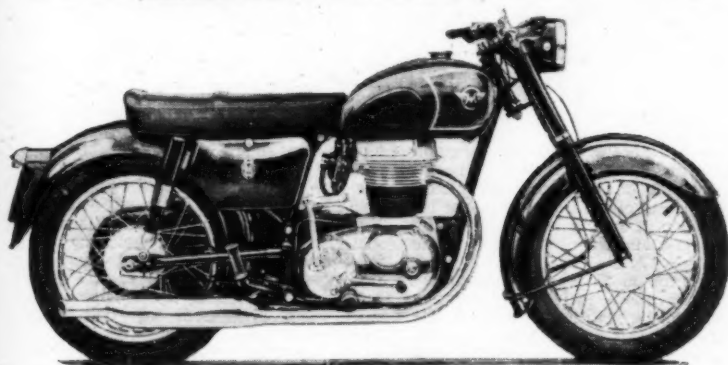
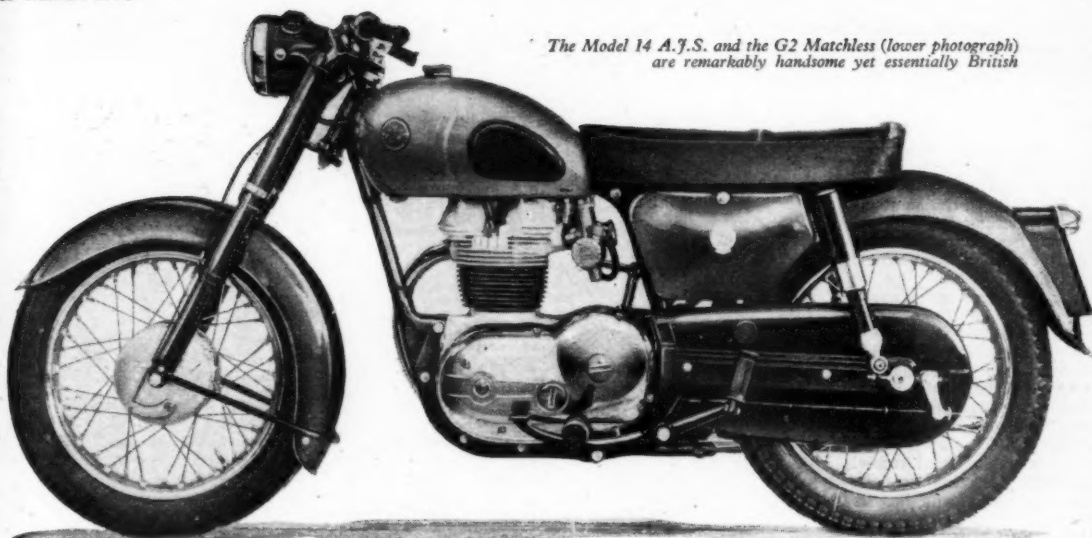
The degree of offset used, however, is

Clearly shown in this part-sectioned drawing are the oblique positioning of the cylinder head, the simple timing gear and the cylindrical gear-box shell. The securing straps and adjuster are normally concealed by a sheet-steel cover

THE MOTOR CYCLE  
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The Model 14 A.J.S. and the G2 Matchless (lower photograph) are remarkably handsome yet essentially British



not great and the system was chosen not just for those minor benefits stated but also because it fitted in with the general geometry of the engine. A single camshaft with two trailing lever-type followers was one of the fundamental design requirements and by positioning the cylinder forward and the camshaft rearward of the crankshaft axis, more room was obtained for the cams and followers.

A further requirement was a minimum of side thrust on the followers, which meant that the pushrods had to be as near as possible vertical in front elevation. Rotation of the plane of the valves (through  $21\frac{1}{2}$  degrees clockwise, seen from above) made this practicable without the use of rocker spindles of different lengths and had the additional advantage that it brought the exhaust port and sparking plug more directly into the air stream, to ensure maximum cooling.

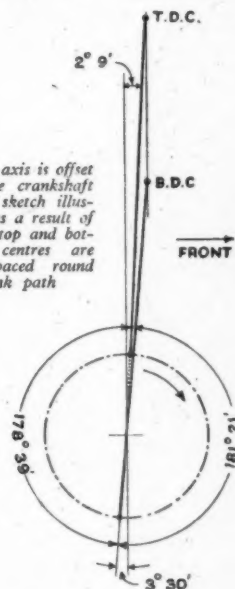
The cylinder head is in DTD 424 aluminium alloy and has a part-spherical combustion space with cast-in valve seats of austenitic cast iron. In addition to the deep horizontal finning there are diagonal vertical fins on the left to direct air over the sparking plug and combustion chamber. The silicon-chromium inlet

valve is considerably larger than the exhaust valve, which is of Jessops G2 steel (respective head diameters are  $1\frac{1}{8}$  and  $1\frac{1}{16}$  in). Because of this difference, and the wish to avoid too sharp a bend in the exhaust tract, the valve included angle of 75 degrees is split unequally: the inlet valve is at 35 degrees to the vertical and the exhaust valve is at 40 degrees.

Swirl is imparted to the charge and adequate scouring of the sparking plug achieved by offsetting the inlet tract 10 degrees towards the right of the centre line of the head. The exhaust tract, too, is offset to the right—by  $11\frac{1}{2}$  degrees—and is counterbored at its forward end to take the push-in  $1\frac{1}{2}$ -in-diameter exhaust pipe. Choke diameter of the Type 376 Amal Monobloc carburettor is  $1\frac{1}{8}$  in and the downdraught angle is 12 degrees. There is a thick heat-insulating spacer between the carburettor and cylinder-head flanges.

Valve guides, of cast iron, are located axially by circlips and crossover hairpin valve springs are employed. Four long studs screwed into the crankcase hold down the cylinder barrel and head; the separate die-cast rocker box is attached to the head by nine bolts. Rockers are

The cylinder axis is offset ahead of the crankshaft axis. This sketch illustrates how, as a result of that layout, top and bottom dead centres are unequally spaced round the crank path



of typical A.M.C. built-up construction: on each, the arms are splined to the ends of a "live" spindle and are separated by a hardened sleeve to which they are clamped by nuts on the spindle ends. Each rocker is supported by two bronze bushes with an oil-retaining felt sleeve between them. Owing to the unequal valve angles in the head, and the desirability of utilizing interchangeable pushrods, the exhaust rocker is mounted slightly lower in the box than the inlet rocker.

For simplicity and quiet running, the single camshaft is driven directly by the crankshaft pinion. Ends of the camshaft are supported in bronze bushes, one in the

*There are no external oil pipes and the fabric filter is on the left of the engine. Two ball bearings support the drive-side mainshaft which carries the rotor of the A.C. generator—which is of Wico-Pacy manufacture*

crankcase wall and the other in a light-alloy bolted-on case which surrounds the gears. On the outside of the case is the contact-breaker unit, actuated by an extension of the camshaft and embodying centrifugal automatic control of the ignition timing.

The cam followers have curved rubbing faces and oscillate directly on a common spindle ahead of the camshaft. Of light-alloy tubing, the pushrods are fitted with steel ends, the upper of which embody the valve-clearance adjusters. The rods are appreciably splayed and operate in a single cored tunnel of figure-eight section in the barrel; in the head each has its own tunnel.

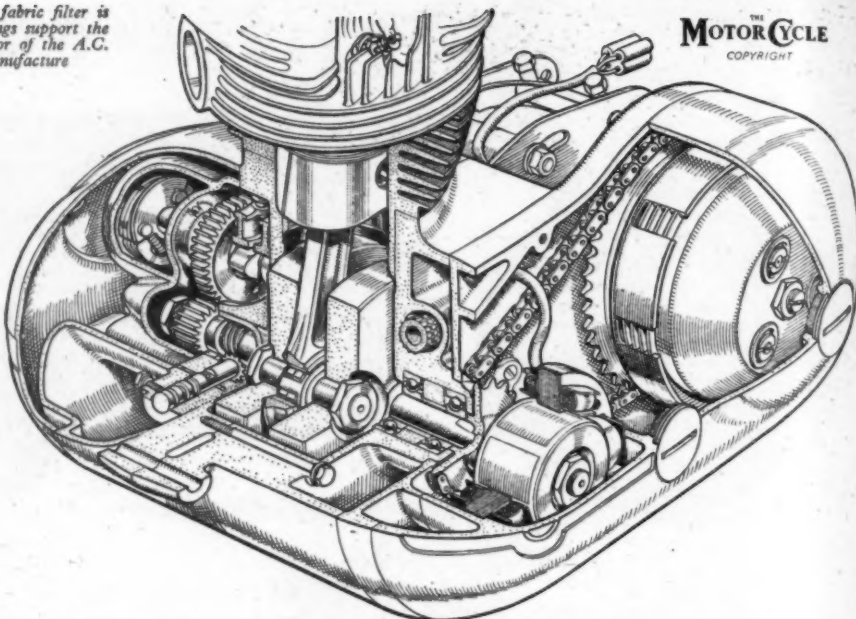
Following normal A.M.C. practice, the piston is wire wound above the gudgeon pin and has a split skirt. It carries a scraper ring and two compression rings, the upper of which is chromium plated (to obviate scuffing) and has a taper face for quick bedding-in. The piston crown features a shallow dome and flats to provide valve-head clearance during the overlap period. Standard compression ratio is 7.8 to 1.

The connecting rod, of 1 per cent chromium steel, measures  $5\frac{1}{2}$  in between the centres; within the ribbed big-end eye is a hardened-steel sleeve which forms the roller track; the small-end bush is of aluminium alloy. Comprising the big-end bearing are two rows of  $\frac{1}{2}$  in  $\times$   $\frac{1}{2}$  in rollers, 10 in each, spaced by a Duralumin cage. Nominal crankpin diameter is 1.2 in and En. 351 is used for the hardened roller-track sleeve, on a body of KE805. The pin is a parallel press fit in the high-grade cast-iron flywheels (which measure  $6\frac{1}{2}$  in diameter by  $\frac{1}{2}$  in rim width) and is secured by nuts.

Of Ubas steel and with a journal diameter of  $\frac{1}{2}$  in, the mainshafts have flanged inner ends and, too, are a parallel interference fit in the flywheels; each is located by a Woodruff key. Two ball bearings support the drive-side shaft, their inner races spaced by the keyed-on sleeve of the timed crankcase breather which discharges to the rear of the case. Timing-side bearing is a long bronze bush, cut out on its underside to accommodate the oil-pump worm drive.

The engine sprocket is splined on to the drive-side mainshaft and outboard of it is the rotor of the Wico-Pacy A.C. generator; the stator is carried in the outer half of the primary chaincase and both sides of the inner half of the case are dowelled to ensure accuracy of alignment. The drive-side crankcase half mates up with the primary chaincase and the timing-side half blends into a domed cover which carries a circular plate giving access to the contact breaker.

The reciprocating plunger oil pump, worm driven from the timing-side main-



shaft, is similar in design and operation to those fitted to the other A.J.S. and Matchless singles. It draws oil from a  $2\frac{1}{2}$ -pint oil container of kidney shape which is bolted to the outside of the timing-side crankcase half, ahead of the timing case; the in-board wall of the container is formed by the crankcase and the filler neck is in the case.

Some of the oil picked up by the supply side of the pump is fed to the worm chamber and passes through holes in the root of the worm thread into the mainshaft whence it travels to the big-end bearing through drillways. The balance of lubricant travels to the overhead rocker shafts via passages in the barrel and head. Grooves in the sides of the valve-operating arms of the rockers lead some of the emerging oil to the valve-stem ends—and there is an adjustable bleed to the inlet valve guide.

Lubricant drains from the valve compartment down the pushrod tunnels to the timing gear; from the timing chest it overflows into the crankcase to join that thrown out from the big end. The scavenge pump picks up the oil from the bottom of the case and passes it across the rear of the engine to the felt-cartridge oil filter, mounted longitudinally in the left half of the crankcase and removable from the front. From the filter the oil returns across ahead of the cylinder and, with the filler cap open, can be seen re-entering the tank.

Although no official claims are made for the power output and torque of the power unit, it is stated that prototypes have been running up to 7,400 r.p.m. and producing over 18 b.h.p. on the bench.

The most ingenious single feature of the new models is the combination of the neatness of an integral gear box with the ease of dismantling or unit replacement afforded by a separate box.

Orthodox adjustment of the primary chain, too, is achieved. The gear box has a cylindrical shell which butts against substantial faces of matching curvature on the rear of the crankcase; the right-hand end cover of the box fits snugly within a hole in the engine side cover. Since the mainshaft lies appreciably above the shell axis, rotation of the shell alters the position of the primary-chain centres. The mounting is identical in principle with that commonly used for belt-driven dynamos on cars.

The gear box is held on its seating by two substantial steel straps attached under the rear of the crankcase. At the upper ends of the straps are eye blocks threaded to take tensioning bolts passing through a bar bridging the two steel plates which embrace the gear box and are bolted to the crankcase and frame seat tube to form the rear mounting of the power unit. A draw bolt of normal pattern rotates the gear box after the straps are slackened. The drawbolt and the strap bolts are readily accessible on removal of a pressed-steel cover plate which is secured by two screws and, curving well round the back of the gear box, gives an extremely neat appearance with no indication of what lies beneath.

In the interest of standardization, the four-speed gear cluster is identical with that of the two-fifty A.M.C. two-stroke and provides internal ratios of 1, 1.30, 1.85 and 2.95 to 1. The foot-change and selector arrangements, too, are similar but the clutch thrust operation resembles that of the larger gear box for four-strokes in that the floating cable arm pivots on a thrust ball and has on its other face a cam profile bearing on a fixed-centre roller.

Primary drive is by  $\frac{1}{2} \times 0.225$  in simple chain running on sprockets having 21 and 50 teeth. The clutch employs four friction plates with bonded-on oil-resisting

material and embodies in its centre a vane-type transmission shock absorber employing rubber blocks as the resilient medium. In the outer half of the primary chaincase are two large holes closed by screw-in plugs; the forward hole serves as a combined inspection, filling and level orifice and the other gives access to the adjuster at the centre of the clutch pressure plate. Final drive is by  $\frac{1}{2} \times 0.305$  in chain on 19- and 55-tooth sprockets. Overall top gear is thus 6.9 to 1.

The malleable-iron steering-head lug of the frame is gusseted for extra stiffness and into it is brazed the  $1\frac{1}{2}$  in  $\times$  14-gauge top tube which curves downward at the rear of the petrol tank to become the seat tube. Part-way down it passes through another malleable lug in the front of which are two bosses for the attachment of the

gear-box plates already described. This lug also incorporates the pivot bearing of the rear-suspension fork; the spindle runs in bronze bushes and the seat tube is scalloped out within the lug to provide spindle clearance. Further bosses on the lug form the attachment points for the diagonal tubes of the rear sub-frame.

Dimensions of the single front-down tube of the frame are  $1\frac{1}{2}$  in diameter and 14 gauge. At the top the tube is brazed into the steering-head lug and its lower end carries a brazed-on sleeve to which is welded a fabricated pressed-steel box member in the form of a tilted pyramid. This box member supports the front of the crankcase at two points.

In addition to the previously mentioned seat-tube attachment through the gear-box plates, the crankcase is linked to the

bottom of the seat tube by a 12-gauge steel pressing of inverted channel section. The pressing is held to the tube by the mounting bolt for the pillion footrests; it extends behind the tube to the rear mudguard and to its rearward end is welded the tubular silencer-support stay.

A second pressing, of 14-gauge channel section is also clamped to the bottom of the seat tube. It lies beneath and within the 12-gauge channel and extends forward beneath the crankcase, turning upward at the front to mate with the engine-mounting pyramid. The result is a frame cradle of remarkably neat appearance, free from nooks and crannies to harbour dirt.

To the upper of the two pressings are welded bosses which carry the square-section bar supporting the rider's footrests. The bar passes through a spacer tube between the flanges of the channel. Outboard of the bosses are short sleeves on which the centre stand pivots. In the footrest hangers are triple-square (i.e., twelve-point-star) holes which permit adjustment in steps of 30 degrees.

The return spring of the tubular centre stand is cleverly concealed within the channel pressings. Welded-on ears behind the pivot eyes of the stand are linked by a double cranked rod passing through slots in the lower pressing. In the middle the rod is slightly "joggled" to locate one end of the spring; the other end hooks over the footrest spacer tube. The slotted forward attachment of the lower pressing permits it to be hinged down (after the slackening or removal of the various cradle bolts) for access to the spring in the event of breakage.

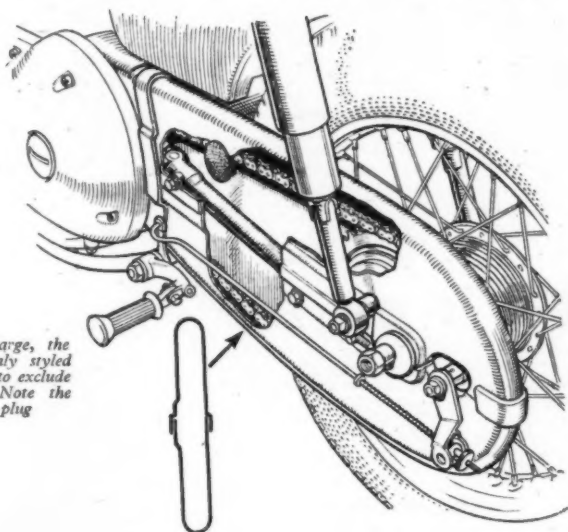
Of  $\frac{1}{2}$  in tubing the horizontal stays of the rear sub-frame are bolted at their forward ends to bosses on the bend of the top tube. At the rear they are welded and gusseted to the  $\frac{1}{2}$  in diagonal tubes and the joints are bridged by a transverse tube carrying studs which support the upper ends of the adjustable Girling rear legs. The sub-frame is unusually narrow and is almost completely hidden by the dual-seat and the matching side cases.

The arms of the pivoted rear fork are of  $1\frac{1}{2}$  in  $\times$  14-gauge tubing and their forward ends are brazed into malleable-iron lugs. Pressed into the right-hand lug, and welded to it on the outside for security, is the pivot spindle; the left-hand lug is split and is fitted with a cotter. The sleeved and trapped rear ends of the arms are slotted to take the wheel spindle.

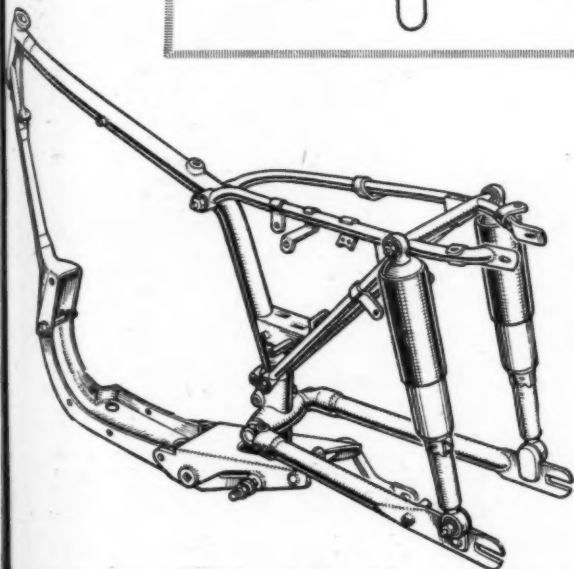
Of pressed steel, the side cases mentioned earlier are cleverly shaped to blend with the lines of the machine and conceal the ignition coil, rectifier, horn and 12-ampere-hour battery which are stowed beneath the seat. The battery sits on a platform welded to the seat tube and is secured by a rubber strap. It is readily accessible when the right-hand lid is hinged down. Within the lid, which is of deep section, is the tool kit in a compartment formed by a second, internal lid. When fitted (it is an optional extra) the air filter is located within the left-hand case.

The telescopic front fork is hydraulically damped and its pressed-steel upper yoke has extensions to carry the 6-in-diameter Wipac headlamp. The yoke fits closely round the rear of the headlamp

Available at extra charge, the rear chaincase is cleanly styled and the halves overlap to exclude dirt and moisture. Note the rubber inspection plug



The frame is of simple design and the lower portion comprises two channel-section pressings. A cotter locates the left-hand arm of the rear fork

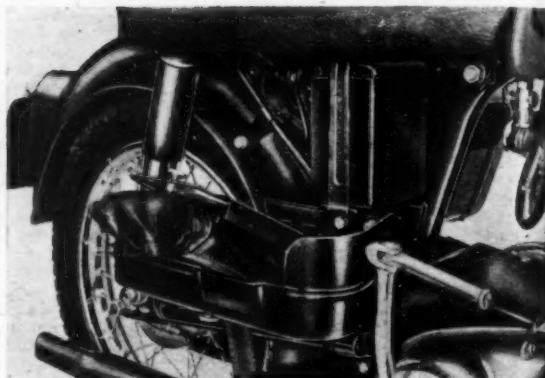


body in which are mounted the speedometer, ammeter and the separate ignition and lighting switches. Adjustment for the grip angle of the handlebar is permitted by hemispherical ends on the short risers on the bar; in these ends are studs which pass through slotted holes in dimples in the yoke. Clutch and front-brake controls have welded-on pivot blocks and the levers are hooded. On the left side of the handlebar is a combined dip switch and horn button of the latest Wipac ring design.

Both mudguards are very shapely and of deep helmet section. The rear guard has no visible stays and for the close-fitting front guard there is only a tubular hairpin stay at the lower end. To add to the clean appearance, it is intended that the front registration numbers should be painted on or attached to the valances of the mudguard. Wheel size is 17in, admirably suited to the proportions of the machine, and the rims are chromium plated; tyre section is 3.25in front and rear. Brake diameter is 6in and hubs are of full-width pattern. The rear-brake pedal pivots on a sleeve on the pillion footrest bolt and has a concealed return spring.

In standard form the machine has a deep-section guard over the upper run of the rear chain but, as mentioned, a chain-case is available at extra charge. The case is divided horizontally and embraces the

*Battery, horn, coil and rectifier are concealed under the dual-seat by sheet-metal cases. The tool kit is stowed within the other case*



fork arm to which the upper and lower halves are bolted; the edges of the halves overlap to prevent the ingress of road dirt and water. Forward end of the case is shielded by a sheet-metal section bolted to the back of the primary chaincase.

Nominal wheelbase is 53in and the weight is about 325 lb. Finish of frame and mudguards is black stove enamel. Capacity of the petrol tank is 2½ gallons and it is finished in Mediterranean blue with gold lining on the A.J.S. and in Cardinal red with silver lining on the

Matchless. The appropriate tank colour is repeated in a flash on each side of the engine castings which also carry a small replica of the tank badge.

It is anticipated that production will start in May but initially the output will be exported. Foreign prices are being announced at the Geneva Show and home-market prices as soon as possible thereafter; in both cases they are expected to be highly competitive. Manufacturers are Associated Motor Cycles, Ltd., Plumstead Road, London, S.E.18.

## ACCESSORIES REVIEW

### Helmet Holdalls

**M**ANUFACTURED in weatherproof plastic material, Stadium helmet bags—holdalls, as they are called—are available in two sizes—one to take two helmets, the other to hold one. Each holdall is big enough also to accommodate goggles and gloves. After the helmet has been inserted the zip fastener is drawn closed, a strap fitted to the zip catch is passed through a ring attached to the bag, slipped over the



Above is a pair of Waddington Scooter Gauntlets and below is a Stadium helmet holdall



handlebar inboard of the clutch or front-brake lever and then inserted into the lock. When not in use the bag can be folded up to slip into a riding-coat pocket. The No. 656 (one helmet) costs 17s 6d and the No. 656/2 (two helmets) 22s 6d. Makers are Stadium, Ltd., 30-36, Queensway, Ponders End, Enfield, Middlesex.

### Ladies' Gloves

**O**N test, a pair of Waddington Scooter Gauntlets for women recently proved to be thoroughly comfortable and warm without excessive bulk. The gloves are made of supple but hard-wearing hide, with a white fleecy lining and an elasticated wrist to keep out draughts. Colour of the pair tested was a pleasing, soft red which remained completely fast under wet conditions; alternative colours are blue and green.

Price of the standard Scooter Gauntlets is £1 19s 6d a pair, but a de luxe version with lambskin lining for the hands and shearling-lined gauntlet portions is available at £3 2s 6d. The makers are G. Waddington and Son, Ltd., Newland, Hull.

### Riding Suit

**A** TWO-PIECE riding suit by Reg Cross—famous for his racing leathers—has been in regular use for well over a year and has given thorough satisfaction. Made of waxed Egyptian cotton, dyed black, it has proved both hard wearing and completely waterproof. Lined in dark blue denim-type material, the suit is comfortably warm for its weight and does not suffer unduly from condensation.

Cross road-going suits have been developed from the one-piece unlined pattern made for wearing over leathers under wet conditions. All suits are made only to order and to the customer's specification, so that special ideas can be embodied. The jacket of the suit tested had a corduroy-lined, strap-adjusted



Neat and waterproof—a Reg Cross suit

stand-up collar, four pleated pockets and press-studded cuffs. The trousers have braces support, a zip-closed fly front with covering flap and side access slits similarly equipped.

Prices of the one-piece suits are £6 10s (unlined) and £8 10s (lined); a two-piece suit costs between £9 and £10 depending on the style and details of the specification. The maker is Reg Cross, Louth, Lincs.

13 MARCH 1958

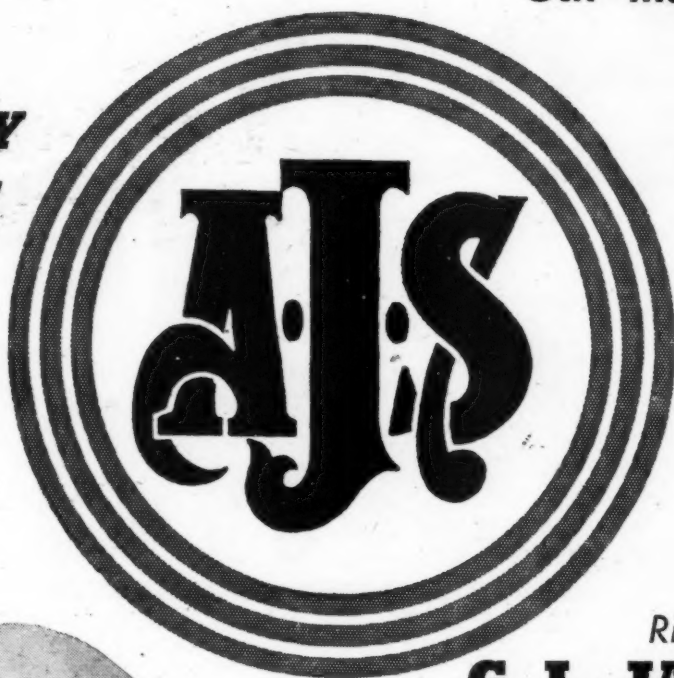
THE MOTOR CYCLE

11

# COTSWOLD CUPS TRIAL

8th March 1958

**Won by  
347 cc**



*"The Motor Cycle" Photo*



G. L. Jackson

*Rider*

**G. L. JACKSON**

*also*

**INTERNATIONAL  
LAMBORELLE  
TRIAL**

**Belgium 9th March 1958**

won by **G. L. JACKSON**

on a

**347 cc A.J.S.**

(Results subject to official confirmation)

**A·J·S MOTOR CYCLES • PLUMSTEAD ROAD • LONDON, S.E.18**

# "Esso for Extra"



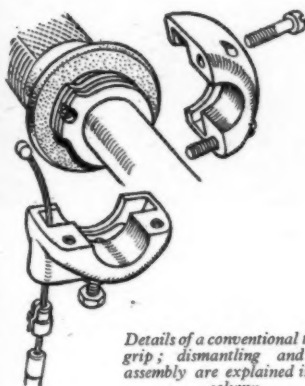
**FINEST PETROL IN THE WORLD**

# Question AND Answer

## Throttle Cable Removal

AFTER CONSIDERABLE use in rain the drum-type twistgrip on my machine has become rather stiff to operate. Consequently I wish to oil the throttle cable but cannot see how to detach it from the twistgrip. Please can you explain how it is done?  
A. SIMONDS

First open the throttle wide. Then, as you close it, pull the outer casing of the control cable away from the twistgrip. It is then a simple matter to remove the slotted ferrule from the twistgrip body. Next, take out the two screws which



clamp the halves of the body together, when the cable nipple can be unhooked from the drum.

An improvised funnel taped to the cable casing is useful for running thin oil into the casing. Put a spot of grease in the nipple socket, too. To reassemble, pass the appropriate half of the twistgrip body over the throttle cable, hook the nipple into the drum, then clamp the halves of the body together. It is then necessary to pull the outer casing away from the closed twistgrip in order to refit the ferrule.

## Emergency Starting

MY 1957 TRIUMPH Speed Twin will no longer start with the ignition switch in the emergency position. Does this indicate some fault in the A.C. generator or the coil?  
K. R. WILSON  
Caterham, Surrey.

The cause is almost certainly incorrect gapping of the contact-breaker points. With the switch at EMG the coil takes its current directly from the alternator which is then serving as a magneto with remote high-tension coil. To get the optimum spark from a magneto the points must separate when the voltage in the primary winding is at its highest. The

rotor is keyed to the crankshaft so that it is in the right position when the contact-breaker gap is correctly set. Too small or too large a gap causes the points to separate after or before the voltage peak and hence the spark is much weaker. Wear of the contact-breaker fibre heel causes the gap to decrease and even as little as 0.002in less than the nominal 0.014 to 0.016in is critical on some models.

## Butyl Tubes

I HAVE BOUGHT two new tyres and tubes and find that the tubes are made of butyl. I am told that they are non-porous and require a check on pressure only at intervals of three months or more. Is this so?  
J. DUNCAN  
Ipswich.

It is true that butyl tubes are non-porous and retain their pressure much better than do rubber tubes. Nevertheless, the valve remains a possible (if improbable) source of slow leakage and the makers recommend a monthly pressure check as against a weekly check for rubber tubes.

## Wheel Bearings

THE INSTRUCTION BOOK for my machine says adjustment of the taper-roller wheel bearings is correct when a trace of play can be felt at the rim. Actually I find the amount of play varies with the position of the wheel, so that if I adjust for play in all positions the setting seems sloppy at some points. If I reduce the sloppiness at those points there is no play in other positions. Which is the correct adjustment?  
J. MILLER  
Stockport.

The makers' recommendation is designed to avoid destructive overloading of the bearings. Ideally, the adjustment should be such that there is just, and only just, no play detectable at the rim. But it is possible for the adjustment to be over-tightened to a degree which will cause premature bearing failure yet permit the wheel to spin freely. Hence the advice to leave a trace of play. Generally speaking, it is in order for the play to be present in some positions of the wheel and not in others.

## Piston-ring Removal

I HAVE AN UNFORTUNATE knack of breaking piston rings by spreading them too far in my anxiety to avoid

scratching the piston lands when stripping an engine. Is there a safe method of getting the rings off a piston?  
Derby.

C. F. BARNES

To remove a piston ring with the minimum of strain a small penknife blade is invaluable. The blade is slipped under one end of the ring which is then pushed up on to the land above it. It is then easy to peel the ring out of its groove so that the whole of the ring rests on the land. Using the thumbs back to back, the ends of the ring should then be prised apart no more than is necessary just to

Using a small penknife blade to peel piston rings out of their grooves safely



prevent them from dragging against the piston and the ring carefully lifted clear. Alternatively, the peeling process can be repeated until the ring is clear of the piston.

Whether or not the penknife is subsequently used to ease the ring down the piston to its groove, the secret of refitting the ring without breakage is again to spread the ends only enough to get the ring on to the top land.

## Magneto Timing

WHEN REASSEMBLING my engine after overhaul I decided to time the magneto with the aid of a degree plate fitted to the engine shaft, as that seems more accurate than measuring the position of the piston (figures are quoted for both methods in the instruction book). But I find the timing varies by several degrees according to the direction in which I take up the backlash in the magneto drive. Should I time to the mean of the two figures?  
T. WALTERS  
Southampton.

No. Whether the drive is by gears or chain, the backlash should be taken up in the normal direction when the timing is set or checked. This involves applying light pressure to the magneto gear or sprocket in the direction opposite to that of normal rotation before pushing it home on the armature shaft and again when verifying the timing.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1. and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

# Letters to the Editor

## When it Snows

### Reason Why Salting Should Be Continued

I MUST respectfully disagree with "Nitor" (February 13) and "Ixion" (February 27) when they disparage the practice of laying rock salt on icy or snowbound roads. I value my life higher than my chromium! A typical sequence of events in this country is that a snowfall is followed after a very short interval by a period of thaw insufficient to clear the slush completely, followed again by short periods of quite light frost. Under these conditions irregular patches of icy surface are likely to recur for several days. However, on roads where salt is spread before the snow has time to become impacted and glazed over, not only is the snow quickly cleared with the help of traffic but the surface is kept safely wet through many days of subsequent dew and frosts.

Of course, it is perfectly possible to ride over ice and snow. But in these days of very dense traffic, icy roads bring to the motor cyclist dangers altogether apart from possible loss of control owing to lack of technique. Under slippery conditions a high proportion of motorists on four wheels go faster than is really prudent—as the visible incidence of smashed lamps and dented bodies after a frost clearly shows—but they are not in the same danger as the motor cyclist.

I may say that although the boroughs through which I ride daily lay salt most assiduously, I have not noticed any damage to my machine. Perhaps it is because I am not in the habit of



Off on a round-the-world trip on a B33 B.S.A. is 23-year-old Russell Polden of Dorking, Surrey. He plans to be away for two years.

cleaning the model except where it touches my clothes, so the engine unit has a permanent film of oil and the wheels have a stable coating of firmly lodged dirt. Perhaps there is a lesson to be learned from this.

IAN LESLIE

London, N.10.

## Parallel Twins

### Details of Design Which Could Be Improved

I AM in complete agreement with M. Mitchell's letter in your February 6 issue regarding design details in modern parallel twins. He and I seem to have machines from the same stable, judging by some of his remarks. After 10,000 miles my exhaust-valve ends were found to be heavily indented and seemed to lack adequate lubrication. I wrote to the makers and they replied saying that the indentations tended to harden the valve ends to some extent. That still doesn't get over the difficulty of trying to keep the correct clearances between the valve ends and the rockers.

Mr. Mitchell has been fortunate with his "improved" silencers. I am on my third set after only 10,000 miles. The crankcase breather, so placed to blow surplus oil on to the rear chain, does a wonderful job! It lubricates nearly every inch of the underside of the machine. I am perfectly satisfied with the performance but I do feel that, considering the price of present-day twins, a little more thought on these minor faults could bring vast improvements.

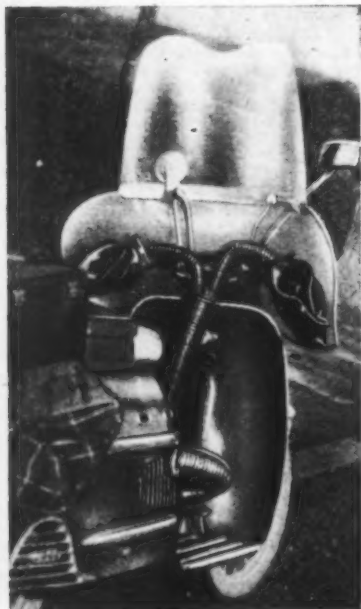
R. P. WALES

Harrow, Middlesex.

## Lightweight Sidecar Outfit

### Enthusiast's Experience with a One-nine-seven

THIS information may assist L. Kitchen who, in your "Question and Answer" feature of February 27, asked whether it was practicable to attach a lightweight sidecar to his 197 c.c. Villiers-powered machine. In June 1953 I bought a 197 c.c. Dot trials model with pivoted-fork rear springing, Metal Profiles front fork and four-speed gear box. I covered 5,000 miles solo and then in September 1954 fitted a Watsonian Windsor side-



Belt and braces? This D.K.W. Hobby is fitted with a windscreen, mufflers and a heater! Warm air is drawn from the ducting round the cylinder and led to the handlebar by a flexible attachment purchased from a spin dryer and two pieces of car heater hose. The owner, A. S. Harris, of Greenbank, Bridge of Earn, Perthshire, finds that gloves are unnecessary.

car and a 48-tooth rear-wheel sprocket in place of the original 44-tooth sprocket.

The outfit was then driven for approximately 22,000 miles until in May 1957 I replaced several items including tyres, chains and big-end bearing and had the engine rebored. The outfit has now completed 29,500 miles.

My cruising speed is 40 to 45 m.p.h. and I get 85 to 90 miles per gallon. My wife and I both weigh 10 stones. The outfit has been over Shap, Kirkstone, Llanberis, Horseshoe and Honister passes and on numerous occasions round the T.T. Mountain course in the Isle of Man. Annual tax is £2 7s 6d and my insurance costs £1 8s for third-party cover only.

Liverpool, 9.

"E. MINIMIS MAXIMA"

## The Driving Test

### Exemption for Moped Riders Would Be Folly

IT was with horror that I read in your editorial for February 13 that you advocate the abolition of driving tests for the riders of mopeds. Our roads are already made suicidal by the millions of cyclists who have no road sense. To suggest increasing their numbers with thousands of moped riders is sheer folly. The driving test is straightforward and anyone who considers himself capable of riding a moped should have no difficulty in passing.

Wem, Shropshire.

"PXU 98"

## Trials Observer Shortage

### Soul-searching in Club Circles Required

THE trials observer problem is by no means new although its nature has taken on different complexions from time to time. In the early days when motor cycles were rather limited in performance the success of riders was partly dependent on mechanical factors and partly on personal prowess. Officials and observers used exactly similar machines themselves and knew

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address

scheme would restore interest and encourage more observers to come forward nowadays.

A word, however, on observer material. Traditionally it is the old stagers of a club who form the backbone of its observer corps. They are too often taken for granted and are sometimes overworked to the point of throwing in their hands. Furthermore, with the years they tend to become car-minded and so drift away if their interest is not held. Yet it is essential that experience should back the observer's pencil.

Admittedly these thoughts lead to no immediate solution but they may point to the need for a little soul-searching in club circles, which is another way of saying that the time has come for a closer study of the competitor-observer-organizer relationship.

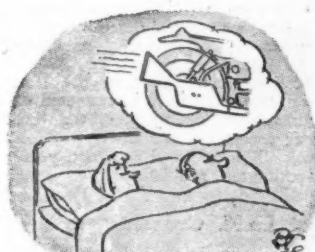
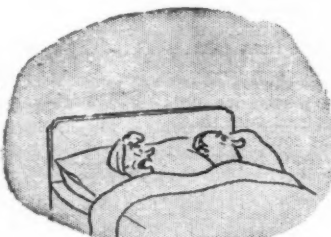
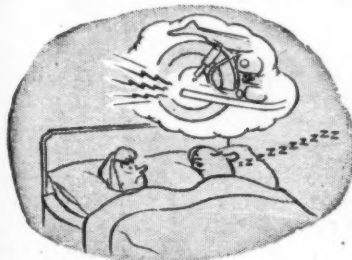
"WHARFEDALE"

Salé, Cheshire.

## Parking Lights

### An Objection to the Use of 12-volt Bulbs

"WAYLAND'S" hint on reducing current consumption (February 27) is open to grave objection on legal and technical grounds. The law requires a six-watt rear bulb on a machine of over 250 c.c. and presumably "Wayland" does not intend the motor cyclist to change his parking bulbs before riding away. It is true the regulation does not say that the voltage of the 6w bulb shall agree with that of the battery but, in the unlikely event of a prosecution, it seems improbable that a 12v 6w bulb on a 6v system would be considered as meeting the requirements.

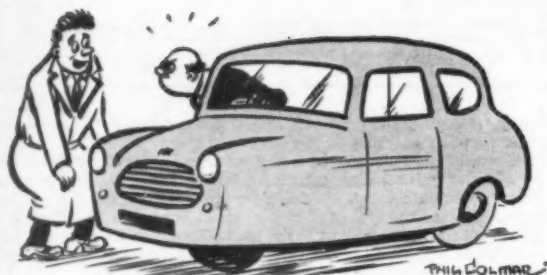


that the performances of competitors were not so far removed from their own efforts; the specialist star rider had not emerged, nor had the competition model been produced. Observers could act as knowledgeable assessors of merit and not merely as noters of scheduled faults. In the early Scott Trials, which were the prototype of the sporting trial of later years, it was indeed possible, so it was said, for a rider to receive more marks for a creditable failure than for a somewhat fluke success. This was an ideal approach to the matter, but ideals rarely survive: it was not long before the really competent observer-assessor became a rarity in relation to the increasing number of events and the ever-expanding entry lists.

In order to make use of less-expert observers, the fixed-penalty system was devised—one mark for a single dab, three for continuous footing and five for failure. Strict conformity was essential but even so there were complaints as to interpretation. To reduce misunderstandings, a scheme was introduced (also in Yorkshire) for training observers. It was done by means of special "trials" in which a few skilled riders tackled selected hazards. The riders either deliberately committed pre-arranged faults or made mental notes of involuntary slips, what time the trainees filled in normal observers cards. All eventually foregathered, the cards were examined, faults or discrepancies in marking were revealed and the implications were discussed.

These sessions brought rider mentality and observer reaction into common focus and produced a very high standard free from the obvious pitfalls of the observer-assessor method. It is possible that the joint sense of participation developed by this





"How's the hardtop?"

On technical grounds, the use of a 12v bulb taking, say, 0.3 amp on a 6v circuit (there is no simple way of calculating the consumption of a 12v bulb of given wattage on a 6v system) will give very much less light than a 6v bulb of the same wattage.

When I had to use a parking light I fitted an additional lamp of the type with clear glass in front and red glass at the back. They usually have M.E.S. holders and a range of 6v low-consumption bulbs can be obtained. It used to be possible to obtain 6v 0.04 amp bulbs (used on cycle rear lights) and on a fully charged 12-ampere-hour battery this would give at least 300 hours' continuous light. Other commonly obtainable ratings are 0.15-amp (0.9w) and 0.3 amp (1.8w). Legally there is apparently no low wattage limit for this type of parking lamp.

Southend on Sea.

F. C. WILSON

## Two-stroke Starting

### Additional Advantage of Choking on Stopping

I WAS interested in "Ixion's" suggestion about stopping a two-stroke engine by putting one's hand over the air intake (February 13). He said that there was no point in adopting the scheme unless an engine was a sluggish starter from cold. I recall an article in a French technical journal by a highly placed engineer (he was connected with Puch if memory serves me correctly). He suggested that the practice was a good one in winter because of the amount of lubricant introduced with the petrol. The oil acted as added protection against corrosion.

Teddington, Middlesex.

A. C. STOCK

## That Lo.M. Crossing

### Four-hour Wait to Have Tank Drained

LIKE countless other enthusiasts, I shall be going to the Isle of Man in June so I would like to see a really good boat service this year. Last year was my first visit to the Island and I was simply amazed at the sight of long queues of motor cyclists waiting patiently to have their tanks drained by one ancient pump fixed to an old 45-gallon drum. It took from 7.30 until 11.30 on a very hot morning and the boat, due to leave at 10.30 a.m., did not in fact sail until 1 p.m.

I may have picked a wrong day, of course, but surely we can demand better service than this? Is it too much to have, say, six pumps going on the peak Saturday before the races? Better still, leave the petrol in the tanks, as was done on the return journey! I would like to hear other opinions on this matter. Those I heard at Liverpool were forthright but unprintable.

London, E.16.

R. V. PALMER

## Youth Hostels

### Extra Five Miles Nothing to a Motor Cyclist

AFTER reading "Nitor's" remarks (February 27) on the use of youth hostels by motor cyclists, scooterists and moped riders, I feel bound to make a few comments. At present I ride a motor cycle for its convenience—I am stationed near Portsmouth and like to get home each weekend—but before being called up I was a keen cyclist and spent a short time as secretary of the Walsall Y.H.A. sub-group. I was introduced to the Y.H.A. by my father at the age of 12 and have since spent

many enjoyable nights at hostels in many parts of the country. I have nothing against motor cyclists. They are most courteous and, on the whole, a grand bunch of fellows but I feel that if they wish to have youth hostels then let them form their own association.

After all, the majority of hostellers are not as "Nitor" suggests; they are true get-there-under-their-own-steam men and after a hard day in the hills it would not be a very enjoyable experience to find that the last bed at the hostel had been let to a motor cyclist. To travel a further five miles is nothing on a motor cycle but to a hiker with 15 miles in his legs it can be a grind to say the least. Hostels were formed as a temporary place of rest for the leg-weary traveller, not as a cheap hotel. Let them stay that way.

Walsall.

B. W. FARNELL

## Plastic Components

### Can Metal Be Deposited on Plastic?

THE letter from L. C. Rogers (February 13) concerning plastic components being used on modern two-wheelers to lessen weight interested me. I must say that I heartily agree with what he says. I would also like to add that I believe plastic can be chromium plated: that would save having screw-on tank panels. Would any expert like to enlighten us on the subject?

Bexleyheath, Kent.

"VINNY 1,000"

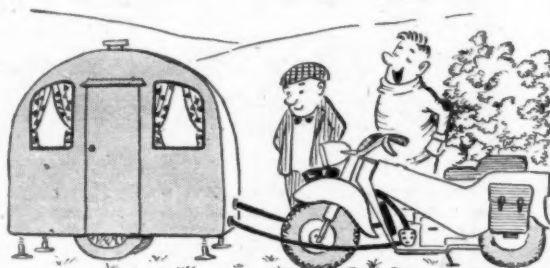
## A.C. Generator Equipment

### One Involuntary Stop in 38,000 Miles

IN reply to "Nervous" who asks if coil ignition is used on aircraft (February 13), I am unable to give information about present-day aircraft engines but believe that the well-known Liberty aero engine of the 1914-1918 war used such equipment. This engine was the joint design of several famous automobile and engine manufacturers and as far as I know performed perfectly satisfactorily.

Woodward

"... and then, of course, we have central heating"



I have a little twin-cylinder machine that has run over 38,000 miles with an A.C. generator. In that distance the only involuntary stop has been due to a pinhole in the insulation of one of the ignition coils; even then I got home on one cylinder. Such a failure could have occurred quite as easily in a magneto armature but would have been more expensive to rectify. Coil ignition seems to be reliable on modern cars, nearly all of which employ it, so what is he nervous about?

R. WILBUR

Leamington Spa.

### An Aircraft with a Coil for Each Cylinder

YOUR correspondent "Nervous" (February 13) asked which aircraft uses coil ignition. I have recently worked on an American aircraft which employs a small alternator to generate the primary current. It is fed through a distributor and contact-breaker assembly to an induction coil on each cylinder (the engine is of radial type). Ignition troubles with this system have been few and far between. Motor-cycle A.C. generator ignition is virtually the same as the aircraft system and in my opinion is superior to the high-tension magneto.

R.A.F., St. Eval, Cornwall.

"SPECTATOR"

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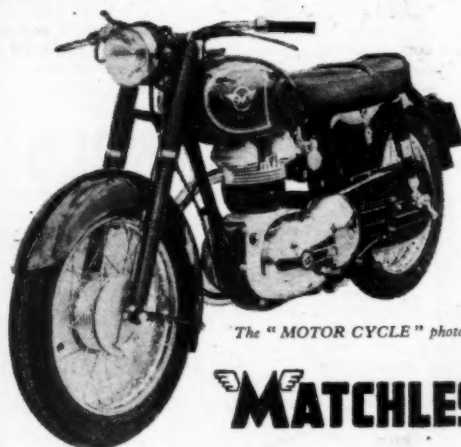
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equipment



*The "MOTOR CYCLE" photograph*

**AJS**



*The "MOTOR CYCLE" photograph*

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THE WIPAC GROUP, BLETCHLEY, ENGLAND

## COMPETITION COMMENTARY BY RALPH VENABLES

## Take Your Pick

### Standard or Competition Tyres in Trials? : Scrambles Starts

AT the R.A.C. in London last week, several of us were landed with time to kill while A.C.U. officials deliberated for 2½ hours on the British Experts' Trial appeal lodged by Gordon Jackson. Waiting with me were Jock West, Ron Watson, Gordon Jackson and Jeff Smith. The talk turned to trials, and I mentioned that I had had a letter from a rider who argued strongly in favour of outlawing all trials tyres at present included on the A.C.U. approved list. The rider, Peter Fraser, contended that by allowing nothing more knobbly than an ordinary touring tyre a lot of problems besetting the trials world would disappear.

FOR example, deprived of the great amount of wheelgrip now obtained, competitors need no longer tackle dangerous, damaging and delaying hazards, since less difficult hills would take on a new severity. Organizers would welcome a ban on competition covers not only for that reason, but because restrictions on the use of footpaths and bridleways are making observed sections increasingly difficult to find. Furthermore, tyres with shallow treads would reduce the problem of bringing mud out on to the roads, and the ride-to-work clubman would no longer be faced with the alternative of changing his covers every Sunday or wearing out expensive competition tyres during the week (not only expensive, but unsuitable for road work anyway).

WHAT did the others think of Fraser's suggestion? Jock West was in favour of it and reminded us that in the immediate pre-war and post-war years there had been no such thing as a trials tyre. Ron Watson on the other hand was sceptical as to the alleged advantages. Gordon Jackson and Jeff Smith were opposed, without being able to give any valid reason except, as Gordon admitted, it would be "bad for morale." West countered this by pointing out that the added handicap would be the same for all—and that Jackson and Smith would still do most of the winning whatever the tyres allowed! My own view is that Fraser's suggestion has a great deal to commend it. I would welcome other opinions.

THE contention that, with the banning of competition tyres, trials organizers would no longer include long muddy hills which caused delay seemed to touch Ron Watson on a sore point. "The Victory Trial," he said, "suffered greatly as a result of unskilled riders taking anything up to 15 minutes to struggle up hills which the Jacksons and Smiths were climbing in perhaps 45 seconds," and he went on to advocate some sort of system

whereby novices should not be able to obtain national licences (and, therefore, would automatically be barred from participating in national trials). We were all agreed that if national licences were granted only to those qualified—who, say, had won a premier or class award in an open-to-centre trial—there would be far fewer headaches for organizers. But, as Jock West pointed out, there would be far fewer entries!

MY discussion on clutch starts in scrambles (February 20) has set off a salvo of opposing views. Dead-engine starts are described as "circus acts" by Allan Bell, the well-known scrambler from Gloucester, who says that the place for an engine-starting test is a trial, not a scramble! Yet Michael Jackson, who opened the controversy, insists that clutch starts call for no skill. "It is the competitor who has the newest rear tyre and the most powerful machine who is bound to be first off the mark," he maintains, adding that when all machines get away simultaneously there is sure to be dangerous congestion at the first bend or where the course first becomes narrow. Other riders have written in support of this view, and several cite the Cotswold Scramble as an example of false starts and burnt friction material—factors which seem inseparable from clutch starts.

BUT a young scrambles rider from Crewe, Gordon Hughes, declares as perfect the continental system (now finding

favour in this country) where competitors sit astride their machines, engines running and their left hands on their helmets. "Much better than a dead-engine start," he writes, "where a good race can be ruined by the reluctance of someone's engine to fire, and a fast man may be faced with the difficult and sometimes dangerous task of overtaking slower riders." This was the method used successfully at Oulton Park on Boxing Day. Although it overcomes the problem of riders slipping their clutches and creeping forward it does nothing towards achieving the staggered start necessary in the interests of safety on genuine scrambles circuits.

SPEAKING as an organizer, I would say that one aspect usually overlooked by critics of the dead-engine start is the enormous advantage of silence. Shouted instructions are impossible when 40 or 50 machines are standing on the line with open exhausts roaring. More than that: there is always one rider who cannot get his engine to fire and wants a few moments in which to change a plug. Can the starter hear his frantic shouts? Of course not! That may strike some as trivial but whoever first said "silence is golden" must have had experience as starter at a scramble!

AS a means of overcoming the problems caused by the archaic Sunday Observance Acts, several clubs are to experiment by running scrambles on Saturday evenings. The South Newbury Club has already decided to stage two such meetings at Midgham, one in July and the other in August, each to start at five o'clock. This is by no means a new idea, but there are signs that many more clubs will be giving it a try this season.

Unicycling in mud : this picture was taken at the Building, an atrociously surfaced observed section in the Witley Club's Weston Trophy Trial. The rider suddenly finding wheelgrip is M. G. Braddbrook (197 Greeves)



# Solo and Sidecar Battles



Road-racer John Hartle (347 Matchless) indulges in a balancing act on the treacherous, rock-strewn bed of The Gully. He keeps hard to the right to avoid the worst of the rocks

**I**F Sammy Miller (497 Ariel) had not tweaked the throttle a shade too hard at Quarry, the third observed hill, and spreadeagled himself just before the section-ends card, he would have won last Saturday's Cotswold Cups Trial by the narrow margin of one mark. Gordon Jackson (347 A.J.S.) dropped three on that same hazard after being within an ace of a clean run. As matters turned out later, the final scores were Jackson seven, Miller eight.

Equally dramatic was a tussle in the sidecar class, in which the victor was Frank Wilkins (497 Ariel), who lost 10 marks. At one stage in the trial four riders were tying for the lead and the outcome was in doubt right up to the last section.

The course, which measured approximately 44 miles, was situated in the beautiful countryside near Stroud—terrain which abounds in natural trials sections. Characteristic of Western Centre organization, the hazards provided a well-balanced mixture of mud and rocks—and two, Quarry and Eddsway, were responsible for taking marks from the entire entry.

As the first rider left the start at 10 a.m., prospects looked bleak indeed. A strong westerly wind cut like a scythe through the warmest clothing and spiteful flurries

of snow were driven with stinging impact from a leaden sky. However, as the morning wore on the sun broke through and, though cold, the afternoon was pleasantly bright.

Nestling amid beech trees, the first section, Gulf, comprised a sweeping S-bend over leaf mould and across a stream bed. Steep adverse cambers demanded a fine sense of balance and a steady throttle hand. None of the ace riders was troubled by any of the three sub-sections.

Almost immediately there followed Henwood, a long, flat-in-second-gear climb of a sunken lane. Henwood's sting lies not in the gradient (which is not very severe), but in its length and the slipperiness of its surface of rocks embedded in mud. David Langston (347 Ariel) shot up in effortless style, as did John Giles (199 Triumph), who lost but nine marks during the trial and won the 250 c.c. award.

As mentioned earlier, Quarry took marks from every competitor. It was short but packed with venom. A descent led to a steep muddy climb up a gully topped by a full-lock right turn over a high earth step. Most riders came to a standstill several yards below the step with madly spinning rear wheels. The majority of those who managed the climb were foiled by the step.

**Great Excitement Over Close Rivalry in Cotswold Cups Trial : Gordon-Jackson Wins the Solo Premier by One Mark**



Gordon Jackson (347 A.J.S.) looks grim as he tackles Tunnel's slippery climb

First rider to go through non-stop was road-racer Cecil Sandford (497 Ariel). Giles amazed everyone with the speed with which he tackled the hazard but he had to foot his way over the step. After Quarry, Jackson led Miller by two marks. Up to that stage both had been unpenalized.

The steep and slippery slopes of Tunnel lay a few hundred yards farther on. Of the early numbers Roger Kearsey (348 B.S.A.) made a nicely judged clean ascent of the hill and Tony Davis (197 Greeves) got within inches of the end of the last sub-section before somersaulting. Jackson and Miller were masterly.

Toadshill—one of the most difficult hazards in last year's event—was in easy mood, and its rocks and mud were treated with disdain by most of the entry. But the next section, Knap Step, was ridden

clean by only 10 competitors. Last rider to perform the feat was Graham Beamish (497 B.S.A.).

Jackson lost his next marks at The Step, where he had to footslog his A.J.S. over the notorious rocky outcrop which lies at the end of the section. Miller was clean and thus led by one mark! The severity of the hazard may be gauged from the fact that only three stalwarts rode through without penalty. They were Miller, G. Bartlett (497 Ariel) and W. Jackson (197 Greeves).

In the same field as The Step, Eddsway was unconquered. The titbit was a full-lock left turn which surmounted two log steps in the second of the three sub-sections. Miraculously Jackson needed only a prod to speed his passage, whereas Miller had two dabs. Their scores were level.

Through The Gulley riders proceeded to Woodside, where the steep, muddy gradient called for power in plenty. But the throttle had to be eased at just the right instant if the tight turn midway up the first sub-section was to be rounded—as many riders found to their cost. Jeff Smith (499 B.S.A.) gave a faultless display, as did A. L. King (346 Royal Enfield), though for sheer nonchalance the palm undoubtedly went to Peter Hammond (197 Greeves).

Farther up the hill lay Kingsway, where Miller lost his final mark. But though the solo contest ended there the struggle for the sidecar award had barely begun. With three sections still to be tackled, four of the charioteers—Wilkins, Frank Darrieulat



Negotiating the watersplash preceding Toadhill is E. A. Small (497 Ariel). On Saturday Toadhill was in easy mood and gave few riders any real difficulty

(499 B.S.A.), Arthur Pulman (498 Matchless) and Ken Kendall (497 Ariel)—had each lost 10 marks.

Sidecar-award winner Frank Wilkins (497 Ariel) prepares to enter Rowden—the final section. After missing a gear he recovered brilliantly to make a clean climb



Thus they faced the long, narrow, cruelly rocky defile of Weighbridge. Kendall stormed the section and but for some fine legwork would have stopped. Darrieulat's shock tactics ended when the outfit jammed against the right-hand bank, and Pulman also stopped. Wilkins made it look easy and thus led Kendall by three marks and the others by five. The atmosphere was electric.

Kendall lost five more on the muddy nadgery at New Hazel and, as the remainder of the quartet were unpenalized, was virtually out of the running. One section remained—Rowden. The scores were Wilkins 10 and Darrieulat and Pulman 15 each. Darrieulat treated the hill as if it were a main road. Wilkins began in the same vein, but as he neared the top of the first of the two contiguous sub-sections he missed a gear! The Ariel faltered, but Wilkins was not going to be panicked. He sorted things out with practically no loss of speed, and the sidecar trophy was his.

**Best Solo.**—G. L. Jackson (347 A.J.S.), 7 marks lost.

**Best Sidecar.**—F. Wilkins (497 Ariel), 10.

**175 c.c. Cup.**—G. Wheldon (148 James), 52. **250 c.c. Cup.**—J. R. Giles (199 Triumph), 9. **350 c.c. Cup.**—D. G. Langston (Ariel), 18. **500 c.c. Cup.**—S. H. Miller (Ariel), 8. **500 c.c. Sidecar Cup.**—F. Darrieulat (B.S.A.), 15. **350 c.c. Sidecar Cup.**—F. H. Carey (Royal Enfield), 41.

**Manufacturers' Team Prize.**—Ariel: S. H. Miller, R. J. Langston, G. S. Blakeway, 42. **Club Team Prize.**—Sunbeam Southerners: G. L. Jackson, J. R. Giles, P. T. Stirland, 41.

**First-class Awards.**—R. J. Langston (497 Ariel), 14; A. Pulman (498 Matchless), 16; J. V. Brittain (346 Royal Enfield), 19; G. S. Blakeway (497 Ariel), 8; T. Seston (499 B.S.A.), 20; K. Kendall (497 Ariel), 20; G. J. Draper (346 B.S.A.), 21; M. B. Smith (197 Cotton), 21; Peter Taft (348 B.S.A.), 22; P. T. Stirland (346 Royal Enfield), 25; L. A. Ratcliffe (199 Triumph), 26; R. S. Feplow (199 Triumph), 28; J. M. Simpson (197 Greeves), B. W. Martin (348 B.S.A.) and E. King (348 B.S.A.), 29; A. J. Lampkin (499 B.S.A.), 30; G. O. McLaughlin (347 A.J.S.), 32; J. B. Houghton (197 James), 33; M. Dismore (346 Royal Enfield), 33; S. R. Wicken (347 Matchless), 34; J. E. Lee (197 Francis-Barnett), 37; G. Palmer (499 Royal Enfield) and B. F. Fovey (201 James), 38.



That most famous of Snaefell landmarks, the Bungalow, is to be demolished. Here it is, glistening in early morning sunlight, during T.T. practice last year (see paragraphs below)

**MANX LANDMARK GOES** Outsiders might find it hard to believe that a matchboard and corrugated-iron shack, an eyesore by any standard, could win the affection of thousands. Motor cyclists are not generally sentimentalists (or are they?) yet many enthusiasts will have read with something akin to dismay of the impending demolition of the Bungalow, that lonely landmark on the windswept slopes of Snaefell. Since the T.T. races took to the Mountain course in 1911 the Bungalow, a halt and refreshment room serving the Snaefell railway, has formed the background to countless thrilling race pictures; immediately recognizable, somehow it typified the whole T.T. series to many who had never made the sea crossing to the Isle of Man. In its place will arise a very much smaller edifice—a circular hut with tree-trunk supports for its conical roof, rather like an African native dwelling. And no refreshments. My prophetic crystal is tuned in to a coming June day; there is the familiar level-crossing with, in the foreground, a pair of riders duelling ferociously. But in the background...? The picture grows hazy; or is it that my eyes are misty?

**TEA AND HORSE-BRAKES** As the Victorian lines of the old building suggest, the Bungalow was in being long before the T.T. Sited at the junction of the Douglas to Ramsey hill road with the track which drops steeply down through Sulby Glen it is, indeed, even older than the railway which, on its opening in 1895, adapted an existing staging house to serve as a station; there, passengers travelling up from Laxey (at the official speed limit of 6 m.p.h.) could alight to continue their leisurely journeys by horse-brake through the scenic splendours of Tholt-y-Will. The horse-brakes have long vanished, and with them the stables at the rear of the building; T.T. specta-

# On the Four Winds

By "NITOR"

tors apart, the refreshment counter had to rely for custom on summertime coach trippers. Presumably, on Junior and Senior race days of the future, some enterprising caterer will erect a marquee alongside the curious, conical hut. But it won't seem the same.

## RUNNING-IN GLOVES

If you are thinking of buying a new pair of gloves, turn again to the leading article published last week. And start your search immediately. I am running-in a new pair now. Chiefly intended for summer riding, they are of good quality horsehide, fleece lined and, off one's hands, they feel soft. Worn, however, they give the impression of great stiffness—so much so that my use of the handlebar controls has become coarse and jerky. Sensitive control is impossible, and my right hand aches after half an hour. But in a couple of weeks' time the gloves will be as comfortable as those they are to replace. I made my buy without a thought to the inevitable initial discomfort. But I am more than glad now that the running-in will be well and truly completed before Easter—now only three weeks away.

## THAT NEW MODEL

The photograph on the right shows Alan Baker at the helm of a prototype of the new two-fifty Matchless. Baker is not an easy man to please but he was certainly enthusiastic about the model he rode, which fully lived up to its good looks. The power available at the top end gave a performance of which no three-fifty would be ashamed. But more than that: there was plenty of punch from quite low r.p.m., a feature which, coupled with the relatively low weight figure—around 325 lb—provided very brisk acceleration. There was virtually no vibration. We have heard many times of five-hundreds which handle like two-fifties. Here, says Baker, is a cruiserweight which handles like a lightweight. At the semi-crouch, maximum of about 74 m.p.h. (in both directions), the steering was in the hairline category yet was pleasantly light at traffic speeds. Nothing scraped the deck during fast negotiation of roundabouts. The suspension seemed a good compromise between comfort and control. Riding position was full-size and well planned, so that Baker felt at home from the start. In view of the engine's output, neither mechanical nor exhaust noise was over-loud. The only mild crib concerned the brakes which, though adequate, had obviously dissipated a lot of heat in their time. As mentioned in the description of the new model on pages 316 to 320, production is expected to start in May. Later on, I gather, competition versions may be available too.

## ONE TECHNIQUE?

Motor cycling is often compared with horse riding, flying and yachting. But I don't think that I have previously heard of its joys and thrills being compared with those of skiing.



*Peter White, finding himself without brakes, prepares to attempt a turn during one of his essays on skis (see "One Technique")*

Before me lies a note from a well-known Streatham clubman, Gordon Rees, who has just returned from a holiday with ex-scambler Peter White in the Austrian Tyrol. Rees says that the sense of balance and quick reaction of the expert motor cyclist are a great help during the initial descents. And if, additionally, the skiing tyro has had some trials or scrambling experience so much the better. Of course, sporting riders, poised on the rests at the top of a rough, steep slope are accustomed to pointing the model downhill, keeping a cool head and hanging on. In fact, the progress made by Rees and White convinced them that a dash of the "flat-in-two" spirit is a decided asset. Time and time again beginners, as soon as they reached a t.v. of about 6 m.p.h., lost their wits abruptly and sat down. Rees says that the instructor's shouts to, "Keep ze upper body more upright," or "Keep more ze 'ips to ze 'ill," were aimed far more at the others on the nursery slopes than to them. He concludes, "If you like motor cycling you are certain to enjoy skiing. Try it once, and you'll return for more."

#### OPTIMISTIC CAUSE

The forthcoming compulsory tests for vehicles more than 10 years old is worrying the Vintage Club. Tests (made by the club) have established clearly that the proposed regulations would exclude from use on the road almost all machines with vintage-type brakes. The committee has therefore written to the Minister of Transport asking for exemption for all motor cycles, sidecar outfits, and three-wheelers weighing less than 8cwt., manufactured before 1928. Why 1928? The reason, I gather, is that stirrup brakes are regarded as having gone out in 1927—and the club has tacked on a year for good measure. While I know that M.o.T. officials are in the main sympathetic to the vintage cause, I am sceptical about their being able to be that helpful. In fact, with the best will in the world, I simply cannot see the Government playing ball. Had the date been 1915, and emphasis been laid on historical interest—on the importance of preserving genuine veteran models in their original condition, support would have been almost guaran-

teed. In a circular letter, the Vintage Club asks its members to write to their M.P.s without delay. But I rather fear that M.P.s may ask themselves what justification they have for upholding such a request. In these modern times there can be very few vintage machines—those registered between 1914 and 1930—in general, everyday use. Perhaps the best scheme would have been to ask for exemption only for machines on the Pioneer Register, since they are used solely for historic, commemoration runs and the like. Far better to fit improved brakes to vintage models and keep the veterans intact, than to have, perhaps, to modernize the lot.

#### NOT FOR SCOTS!

Here, surely, is an example of the time-means-money dogma gone wild. In a Missouri supermarket car park a rolling gas station services vehicles belonging to customers and the bill is paid at the check-out counter. I have been trying to visualize the scene if a similar ploy were adopted in, say, Aberdeen. "Nae Mac," say gnarled Scots on being presented with their bills, "thon machine disna belong tae me." Darkness falls, the attendants drift off and the supermarket closes but the parking lot remains jam-packed. Then, in the stealth of the night, their granite faces smiling for once, kilted enthusiasts arrive one by one, prod their kick-starters and ride unobtrusively away. Months pass and other petrol stations in the area are left with flowing tanks and empty tills as the rolling gas station collects all the trade. The supermarket does incredible business inside and, while its gas dispensers are busy outside, the cashiers handling the fuel receipts reach for their newspapers and knitting with which to while away the time. The Aberdonians' tanks are always full and their sporran purses forever emit a cheerful jingle.

*On the opposite page are recounted Alan Baker's on-the-road experiences with the new two-fifty Matchless. Here he is during his outing with the m'del*



# TEAMS BEHIND THE SCENES



THE MOTOR CYCLE, 13 MARCH 1958  
**Organizing, or Merely  
Looking On, Tommy and  
Gladys Martin Find Relaxa-  
tion and Fun in the Sport**

By BOB CURRIE

*The Martins—a portrait taken last month in  
Broadway during the Colmore Cup Trial*

## The Trials Fans

AT the foot of Beacon Hill, on Birmingham's southern boundary, stands a stern signboard. "Motor Traffic Forbidden," it warns, but the sign had not been erected back around 1919 and in those far-off days the hill was well known to trials riders. Handy to the Ariel factory, it was treated as a practice ground by the official team riders; and by certain sporty lads of the day who vied with one another in pitting their standard roadsters against the gradient. Occasionally hill-climbers official and unofficial met, and in this way a particular fresh-faced youngster named Tommy Martin scraped acquaintanceship with the Ariel chaps. And from that early friendship there was born in Tommy a deep interest in the trials game, an interest that is as keen today as it was in those far-off days, nearly 40 years ago.

No, Tommy never became a star rider—but nevertheless the name Martin was to come well to the forefront in later years when first Brian and then Michael took to the saddle. Tommy is their father, and wherever the lads are riding you will generally find the slightly-built, friendly little person who acts as family van-driver and off-loader, adviser and cheer-leader; and where Tommy goes, his wife Gladys goes too, laden with ample supplies of sandwiches, coffee and other provisions to keep the family sustained for the day in the open. Nor is Mrs. Martin merely the caterer, for she is as much an enthusiast as are her husband and sons; almost irrespective of a trial's location she knows which hill is likely to cause the greatest havoc and what line the experts will take. Moreover she is a very decided asset to any results team, as she tots up the score of each rider with a skill that betokens long practice.

But to return to Beacon Hill. The hazard was included in the route for the first-ever Victory Cup Trial in 1919. Naturally, Tommy went along to watch the fun. To reach the best vantage point he rode his standard roadster Beardmore-Precision straight up the section, parked it neatly at the side of the track and settled down. His nonchalant performance attracted the attention of another spectator, Vic Holroyd, at that time Rudge competitions manager. And the outcome was an offer of a place in the Rudge trials team. But to young Tommy's bitter disappointment his parents refused to listen to any such proposal; he was forced instead to join the family building business and to forget any such nonsense as becoming a professional motor cyclist.

And so Tommy did indeed become a builder (and, incidentally, one of the keenest Rudge fans ever). In due course he met Gladys, who at first knew not one end of a motor cycle from

the other; but by that time his Rudge sported a sidecar and together they travelled far in search of sport. She acquired some of his own love of the game and, after they married, the weekly trips continued. When the boys arrived, well, they went too. Michael declares that he saw his first trial at the age of six weeks, cradled in his mother's arms.

The Hitler war brought service for Tommy in the 30th Battalion, Warwickshire Home Guard, a unit in which Lieutenant Bill Howard was in charge of dispatch riders. In Bill (later to become a well-known sidecar driver) Tommy Martin met a man whose keenness matched his own and together, at the close of the war, they organized a grass-track meeting, only a mile or so from the heart of Birmingham, to which the sports-starved populace flocked in their very thousands.

Wartime comradeship was maintained when peace arrived.

*At the D. K. Mansell Trial last year Gladys Martin sends the famous  
Humphries brothers on their way*



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Most famous member of the Martin menage is Brian, B.S.A. factory teamster, here seen climbing the Devil's Staircase in the 1957 Scottish Six Days' Trial



From the 30th Battalion ashes arose the present-day Birmingham 30 Club of which, after a few months, Tommy became secretary; the chairman was Bill Howard, and the financial side came under Gladys' control. In addition to club work the Martins still found time to watch the major trials; indeed, Tommy can justly claim that he has not missed a single Victory Trial since its inception—and the last one held was the 33rd! Saturday evenings found them at Birmingham Speedway where Tommy was starting-line judge (and, by the way, it was at the speedway that Brian made his first contact with motor-cycle sport—as a pusher-off!)

Right from the start the Birmingham 30 members encouraged sidecar sport—as might be expected with Bill Howard at the helm—and so there came about the unique sidecars-only D. K. Mansell Trial, jointly dreamed up by Howard and the Martins; alas, the Mansell was almost wrecked right at the beginning, for heavy snow brought cancellation of the first attempt to run it. On another occasion, when an accident prevented Bill Howard from completing the route-marking, the Martins set out in a Ford truck in a desperate race against the clock—scooping out dye with the aid of young Michael's seaside bucket. Perseverance was rewarded, and the D. K. Mansell Trial is now firmly entrenched in the calendar.

Tommy and Gladys Martin also brought sidecar scrambling to the Midlands in the Birmingham Grand National, the first-ever scramble to achieve sponsorship by a national newspaper. And, of course, there was the usual number of club and group trials to be run. The family meanwhile was growing up, and this time there would certainly be no parental discouragement if the boys showed an aptitude for the sport. At the age of 15 Brian took part in his first trial, as sidecar passenger to Bill Howard. It was an inauspicious début: on an observed hill near Kidderminster the Howard chair tipped up and Brian was catapulted out to land neatly at his mother's feet. But he persevered, and became a most useful piece of ballast, as Bill Howard will testify.

Came an introduction to solo trials work. Brian had by then acquired an elderly Triumph and Tommy, the "expert," took him

along to one of the local trials hills, intending to show the youngster the correct way of tackling the section. But before he had the chance, Brian flashed up in a copy-book run. That lesson was over before it had begun! Brian set out to make his own mark in the competitions field, and no sooner had he done so than, at 14 years old, Michael took over the vacant seat in the Howard sidecar.

In the Martin household the motor-cycle bug has bitten hard. True, Tommy is no longer secretary of Birmingham 30—but Michael is, and so the house remains as knee-deep in entry forms, membership cards and other items of a secretarial nature as before. Tommy and Gladys would not have it otherwise; their long association with the sport has given them endless pleasure and a fund of memories. Such as, for instance, the occasion on which a certain civic dignitary was to act as starter for one of their club scrambles. "The riders," Tommy explained patiently to His Worship, "will start as soon as you drop the flag." And drop the flag he did—stick and all. The result was more than ordinary confusion!

Hardly an unusual weekend scene! Mr. and Mrs. Martin ensure that younger son Michael is victualled before the start of a trial. Michael is now secretary of the Birmingham 30 Club



# MOTORCYCLE ROAD TESTS OF NEW MODELS

## B.S.A. Bantam Super

A 174 c.c. Two-stroke with a Great Capacity for Hard Work

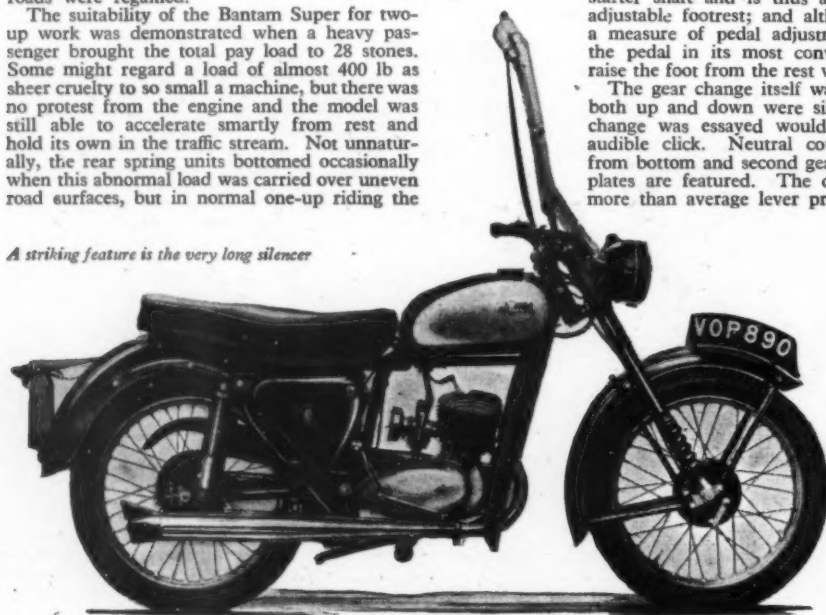
**W**HEN is the Bantam gonna stop growing?" This question by a Canadian reader was prompted by the introduction last December of the B.S.A. 174 c.c. Model D5 Bantam Super as a companion to the established 123 c.c. D1 and 148 c.c. D3 models. The family resemblance of the newcomer is most marked and the power units of all three machines are alike in basic design; indeed, the stroke measurement is 58mm in each case. However, it will be recalled that the biggest engine differs from previous practice in that the big-end rollers are retained by Duralumin half cages and the main bearings are fed with oil through drillways, that on the drive side from the primary chaincase and that on the ignition side from the gear box.

Two versions of the Bantam Super are listed. One has direct lighting and the other, which forms the subject of this test, is provided with rectifier-and-battery lighting. Non-standard fittings that were greatly appreciated in the bitter weather of February were legshields (offered as an optional extra) and a windscreen—named Bantam Major—manufactured by the associated M.P.C. concern.

In all-round performance the little B.S.A. fully justified its designation of Super. The engine seemed indestructible and permitted sustained cruising at near maximum speed. One undulating main-road run of over 30 miles was accomplished with the speedometer needle held near the 60s for almost the whole distance (the speedometer flattered the true performance by 10 per cent throughout its range). Normal gradients caused little or no drop in speed. Even more impressive was the torque of the engine at low revolutions. In heavy traffic it was possible to cling to top gear down to 20 m.p.h., from which modest gait the model pulled away strongly and without falter when clear roads were regained.

The suitability of the Bantam Super for two-up work was demonstrated when a heavy passenger brought the total pay load to 28 stones. Some might regard a load of almost 400 lb as sheer cruelty to so small a machine, but there was no protest from the engine and the model was still able to accelerate smartly from rest and hold its own in the traffic stream. Not unnaturally, the rear spring units bottomed occasionally when this abnormal load was carried over uneven road surfaces, but in normal one-up riding the

*A striking feature is the very long silencer*



*Available at extra charge, the handlebar screen and legshields proved most effective*

front and rear suspension systems provide an admirable standard of comfort.

Frame proportions of the machine are well chosen and give a relationship of seat, handlebar and footrests excellently suited to a rider of average height. The controls, with the exception of the gear pedal, are conveniently located. As with the smaller Bantam models, the gear-pedal shaft is coaxial with the kick-starter shaft and is thus above and to the rear of the non-adjustable footrest; and although the shaft is serrated to give a measure of pedal adjustment, it was found that even with the pedal in its most convenient setting it was necessary to raise the foot from the rest when changing gear.

The gear change itself was light and certain. Silent changes both up and down were simply made and only if too rapid a change was essayed would the gear pinions engage with an audible click. Neutral could be selected without hesitation from bottom and second gears. Neolantite-faced clutch friction plates are featured. The clutch freed easily and required no more than average lever pressure.

For engine starting from cold the recommended procedure is to close the air strangler, set the throttle one-third open and lightly flood the carburettor. When this drill was followed the engine came to life readily, whereupon the strangler could at once be partly opened; it was then advisable to let the engine run for about 15 seconds before opening the shutter fully and moving off. Once the engine had warmed to its work, starting merely called for a gentle prod of the kick-starter with the twist-grip set just a shade open from the idling position. The kick-starter does not operate through the clutch and hence, if desired, a restart can be made with a gear engaged and clutch lever withdrawn. Idling was slow and

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## INFORMATION PANEL\*

## SPECIFICATION

**ENGINE:** B.S.A. 174 c.c. (61.5 x 58mm) single-cylinder two-stroke. Caged roller big-end bearing; crankshaft supported in ball bearings. Domed crown, light-alloy piston. Light-alloy cylinder head. Compression ratio, 7.4 to 1. Petroil lubrication except for main bearings which are splash-fed from gear box and primary chaincase.

**CARBURETTOR:** Amal Monobloc, 5/16-in diameter choke, with twistgrip throttle control; detachable air filter; cold-start air strangler.

**IGNITION and LIGHTING:** Wico-Pacy flywheel magneto with lighting coils; Standard Telephones rectifier, Lucas 6-volt, 8-ampere-hour battery. 5 1/2-in diameter Wico-Pacy headlamp with 24/24-watt main bulb.

**TRANSMISSION:** B.S.A. three-speed gear box in unit with engine; positive-stop foot control. Gear ratios: bottom, 20.2 to 1; second, 10.74 to 1; top, 6.43 to 1. Neolangite-bonded clutch running in oil. Primary chain, Renold 3/8 x 1/4 in oil-bath case; rear chain, B.S.A. 1/2 x 0.335 in with guard over top run. Engine r.p.m. at 30 m.p.h. in top gear, 2,900.

**FUEL CAPACITY:** 2 gallons.

**TYRES:** Dunlop lightweight studded 3.00 x 18 in front and rear.

**BRAKES:** 5 in diameter x 1/2 in wide front and rear.

**SUSPENSION:** B.S.A. telescopic front fork employing a single helical spring in each leg; pivoted-fork rear springing with B.S.A. spring units incorporating hydraulic damping.

**WHEELBASE:** 51 in unladen. Ground clearance, 6 in unladen.

**SEAT:** M.P.C. dual-seat; unladen height, 29 1/2 in.

**WEIGHT:** 228 lb with approximately 1 gallon of fuel.

**PRICE:** £102. With purchase tax (in Great Britain only), £127 4s 11d. Extras: legshields, £2 1s 2d; M.P.C. Bantam Major windscreen, £2 13s.

**ROAD TAX:** £1 17s 6d a year.

**MAKERS:** B.S.A. Motor Cycles, Ltd., Armoury Road, Small Heath, Birmingham, 11.

**DESCRIPTION:** The Motor Cycle, 5 December 1957.

## PERFORMANCE DATA

**MEAN MAXIMUM SPEED:** Bottom: 26 m.p.h.

Second: 43 m.p.h.

Top: 57 m.p.h.

**HIGHEST ONE-WAY SPEED:** 59 m.p.h. (conditions: strong cross wind, rider bulkily clad).

**MEAN ACCELERATION:** 10-20 m.p.h. 20-30 m.p.h. 30-40 m.p.h.

Bottom ... .. 2.4 sec

Second ... .. 3.6 sec 3.8 sec 5.8 sec

Top ... .. 6.0 sec 8.0 sec

Mean speed at end of quarter-mile from rest: 53 m.p.h.

Mean time to cover standing quarter-mile: 24 sec

**PETROL CONSUMPTION:** At 30 m.p.h., 150 m.p.g.; at 40 m.p.h., 112 m.p.g.; at 45 m.p.h., 92 m.p.g.

**BRAKING:** From 30 m.p.h. to rest, 34ft (surface: dry tarmac).

**TURNING CIRCLE:** 12ft 8in.

**MINIMUM NON-SNATCH SPEED:** 15 m.p.h. in top gear.

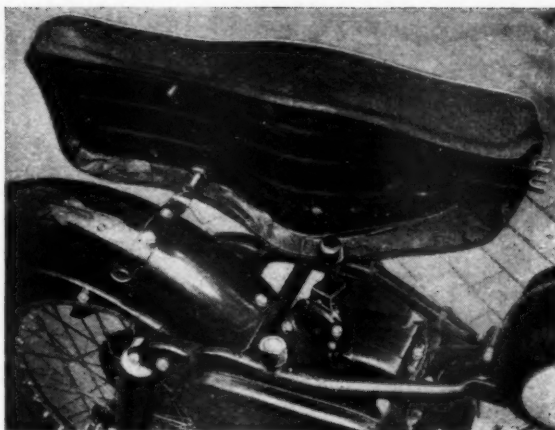
**WEIGHT PER C.C.:** 1.35 lb.



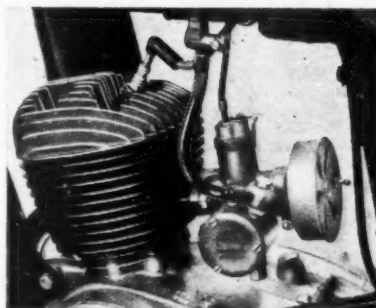
unfailing though, of course, accompanied by the usual four-stroke.

Legshields and a windscreen normally tend to act as sound reflectors for engine noise but in this instance there was little enough to reflect. Engine vibration was at no time noticeable. A long, large-capacity silencer is fitted which reduced exhaust noise to an inoffensive level in normal running. At larger throttle openings, however, the note was decidedly raucous.

So light and accurate is the steering that on dry roads it was possible to bank the machine over to the limit of the footrest rubbers in complete confidence. Whatever the conditions—including a surface of frozen snow—the B.S.A. displayed exemplary road manners.



Above: The removal of two nuts is all that is required to raise the twin-seat for access to the battery



Right: The carburettor is an Amal Monobloc with a detachable air filter and shutter-type strangler

Efficiency of the legshields was proved during office-to-home runs in heavy rain. Neither overboots nor leggings were worn, yet only a few rain spots reached the rider's shoes and trousers. The M.P.C. Bantam Major windscreen has a rather narrow blade. Nevertheless, it was effective in protecting the chest and face from buffeting. Clipped to the top of the shield is an adjustable visor which gave a clear-vision slot of particular value during rain. Thus equipped, the B.S.A. returned a maximum speed of 55 m.p.h.—only a very little below the figures obtained with the accessories removed and the rider crouching low.

Of 5 in diameter, the brakes have a lining width of 1/2 in and give 40 per cent greater braking area than those of the 123 and 148 c.c. models. They proved to be smooth and light in operation and, applied together, were capable in halting the machine in the very satisfactory distance shown in the performance data. The driving beam from the 5 1/2-in diameter headlamp was amply powerful for a cruising speed of 45 m.p.h. to be maintained after dark. The electric horn is shrouded by a metal pressing to the rear of the rider's left leg and its note was consequently rather subdued.

On the right-hand side of the model and of similar shape to the pressing which encloses the horn and rectifier is a commodious tool box. The battery is located inboard of the tool box and is reached after detaching two nuts from the rear of the dual-seat and disengaging slots at the seat nose from a peg through the frame; the seat can then be lifted clear, disclosing the battery. In practice the operation was found to be the work of only a few minutes.

Standard finish is maroon, relieved by ivory panels on the fuel-tank sides. Wheel rims, handlebar, front fork ends and similar bright parts are chromium plated. An alternative finish in which black replaces maroon is offered without extra charge.

Retaining all the qualities which have endeared the Bantam range to thousands of lightweight enthusiasts, the latest of the line has, of course, an even greater capacity for work by virtue of its larger engine. The Bantam Super is assured of an appreciative reception.

## SPORTS NEWS

# Leonard First Again

**Second Successive Win for  
Californian Harley-Davidson  
Rider in Daytona Expert Race :  
Near 100 m.p.h. Record Speed**

AS was expected, Harley-Davidson machines scored runaway victories in the U.S. Daytona beach races last weekend. The 200-mile championship, blue riband of motorcycle sport in America, was won for the second successive year by Joe Leonard at the record average speed of 99.86 m.p.h. (His last year's race speed was 98.52 m.p.h.) Second was Dick Mann and third Tom Morris. All rode 750 c.c. side-valve models of the type specially developed for the Daytona meet.

The 100-mile race, too, was won at record speed, by Lawrence Shafer at 95.21 m.p.h. Second and third placemen were Roger Reiman and Jack Witt. The weather throughout was damp and foggy.

Promoted by the Central Labor Union, the races were classics a few years ago and attracted world-wide interest and close competition. Today, because of regulations barring certain production racers, the Harley-Davidsons are unbeatable—and interest abroad has greatly declined.

In the U.S. however, enthusiasm for Daytona continues at a high pitch and the races form the finale to a great week of motor-cycle activity, ranging from a rally, hill-climbs and drag races to uniform-judging contests.

## Write Now!

IN THE House of Commons tomorrow Denis Howell, Socialist M.P. for All Saints, Birmingham, will move "that a committee be set up to consider the operation of the Sunday Observance Acts and to make recommendations for their amendment in the light of present-day conditions." In support of Mr. Howell, the A.C.U. has notified all club secretaries asking them to write without delay, on club notepaper, to their local M.P.s. Non-club members have still time to write, too, provided they do so today, right now, so that their letters will be in their M.P.'s hands tomorrow morning. The Sunday Observance Laws as they stand bear little relation to true Christian principles and are as outmoded as those who uphold them are bigoted. No motor cyclist who enjoys watching trials, scrambles or road races should miss this opportunity of lending Mr. Howell all possible aid. It is anticipated in parliamentary circles that support for dealing with the most flagrant of the age-



Joe Leonard

old anomalies will be strong but that the Government is unlikely to agree to set up a select committee.

## Regulations Tightened

EXCEPT for a few details the regulations for the A.C.U. Clubman's Races have been approved by the competitions committee. The rules governing eligibility have been tightened slightly, to exclude bronze- as well as silver-replica winners in any post-war Isle of Man T.T., and second and third placemen, in addition to winners, in an international road race or a Manx Grand Prix.

As discussed in *The Motor Cycle* last week, the races will be held over the Oulton Park circuit, Cheshire, during the Whitsun weekend. Organization will be in the hands of the Cheshire Centre. Practice will be held on Saturday, May 24, and racing proper will take place on the Whit Monday. There will be classes for 350 and 500 c.c. machines—and pukka production racing models are permitted. Included in the programme will be an additional race—for sidecars—held under a national permit.

## Race Postponed

THE INTERNATIONAL road race to have been held in Syracuse, in Sicily, next Wednesday, has been postponed. No alternative date has yet been fixed. It was expected that some of the Italian factory teams, notably MV Agusta, would enter machines.

## Sprinting in Scotland?

INTEREST IN the revival of sprints has spread to Scotland. A. T. "Archie" Robertson, that great veteran exponent on Velocettes, has written to say that he should welcome the chance to reintroduce and foster sprints in his part of Caledonia. Scots enthusiasts interested should write to Archie at St. Andrews Cottage, Upper Largo, Fife.

## News from Abroad

THE OWNERS of the Hockenheim road-race circuit, Germany, have asked the *Association Internationale des Circuits Permanents* to investigate the situation created by new safety regulations issued by the German police. The circuit directors foresee changes that would be difficult to carry out owing to the high cost involved. Other circuit news is that a Soviet delegation in Rome to take part in a congress on concrete roads visited Monza and made a close study of its layout and constructional features. Finally, Berne: if the new Swiss highway rules are approved road racing will be banned throughout Switzerland. In the event of

the proposed laws being rejected, individual cantons will be responsible for issuing permission for racing to take place. The future of the famous Bremgarten course would appear to hang in the balance. Whatever happens to the proposals before the Swiss Government, it is unlikely that Berne will ever again echo to the sound of racing exhausts. The Bernese have never shown much enthusiasm for the sport.

## International Moto-Cross

THIS YEAR, for the first time, a moto-cross event to count for the 250 c.c. Silver Cup of the F.I.M. is to be held in Britain. Organized by the Mortimer Club on behalf of the A.C.U., the race will be staged at Beenharn on June 15. The Silver Cup was introduced last year; winner was F. Betzelbacher (Maico) of Germany.

## The Island by Air

FLIGHTS from Belfast, Blackpool and Carlisle to the Isle of Man for the T.T. Races are already scheduled by Silver City Airways. Departures from the mainland airports start as early as 5 a.m. on each of the race days (June 2, 4 and 6) and latest landing time on return is 10 p.m. The number of flights will depend on bookings. Fares are £2 9s 6d return on June 2 and 4, and £4 15s on June 6—the higher charge is necessary because bookings for the Senior Race are so heavy that aircraft have to fly return trips empty to pick up further passengers. Passengers may park their machines at the mainland airports. Bookings can be made at Blackpool Airport, St. Annes-on-Sea, Lancashire, or through travel agents.

## Course for Leinster "200"

A NEW CIRCUIT has been found by the Leinster Club for its Leinster "200" road race on June 14. The course lies 10 miles north-west of Dublin and is roughly triangular in shape. It is about four miles long and runs clockwise from the village of Dunboyne, which it leaves by a winding road that joins the main Navan-to-Dublin road along which there is a fast 1½-mile run. Then there is a sharp right turn a little short of Clonee followed by a good 1½-mile road that includes a steeply humped railway bridge with a left-right-left series of bends on the climb and drop. Lap speeds are expected to be in excess of 80 m.p.h.

## Faired for 1958!

GILERAS may not be competing in the classic road races but news from Italy suggests that factory four-cylinder models may be out at national meetings on Italian soil. World champion in the 500 c.c. class, Libero Liberati, riding a machine faired to meet the latest F.I.M. formula, has been putting in some fast lappery at the new Valtellunga circuit, near Rome...

## "Scottish" Full Up

ENTRIES for the Scottish Six Days' Trial have been oversubscribed and closed nine days before the official date. The total number accepted is 202 which includes six solos from Poland and six from Germany, and 18 sidecar outfits. A waiting list is being formed from riders whose entries have been returned. The trial will be held from May 5 to 10, starting and finishing in Edinburgh, and with Fort William as the headquarters from Monday evening until Saturday morning.

## Saturday TV

AN ITALIAN moto-cross rider, Lorenzo Donghi (Matchless) will add spice to a 70-strong entry for the Wakefield Club's two-day television scramble at Bentley Springs on Saturday and Sunday. Lorenzo is in this

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country having his machines overhauled at the factory. The limit of 70 solos was reached well before the closing date and secretary Denis Parkinson had to return many entries. Some 65 of the riders are competing on both days. On Saturday evening there is to be a party-cum-supper and film show for the riders.

On Saturday, racing will be on A.B.C. television from 1.45 to 2.15 p.m. (when the heats of the unlimited c.c. race will be seen) and 3.45 to 5 p.m. (when all the finals will be run). Northern viewers will only be in the picture until 4.30 p.m. Last weekend the course was under deep snow but between now and Saturday, barring absolutely freak weather, the meeting will definitely take place. For those who want to follow the racing closely there is still time to obtain a programme, price 1s 3d including postage, from Denis Parkinson, 38, Ings Road, Wakefield.

### Australians Here

QUITE a contingent of Australian racing men arrived at Southampton last week. World's 350 c.c. champion, Keith Campbell, with his wife Geraldine, returned for a season of free-lancing if no factory rides are on offer; so far he has nothing fixed. Tom Phillis brought the Faggar B.M.W. for Dickie Dale but it was not until Monday that Dale got on the track of the model which he wants to rush over to Munich for factory testing. Other members of the party were Dick Thomson, who was in the Island last year and in 1956 and 1955, Jack Ahearn, a member of this year's Australian team making a return visit to the T.T. after a lapse of three years, Alan Burt who was over last year but spilled in T.T. practice, and Jack Walters.

### Competitors' Guide

COPIES OF the *Annuaire* for 1958 published by the *Fédération Internationale Motocycliste* are now ready and can be obtained, price 1s 6d including postage, from T. W. Loughborough, The Old Forge, Hawkhurst, Kent. For competitors in international events, the *Annuaire* is almost indispensable since it includes a full list of fixtures with the names and addresses of organizers and gives also the addresses of national federations. Other useful references are extracts from the international sporting code, the composition of various F.I.M. committees and a list of international timekeepers.

### Tasmanian T.T.

STARS of the Tasmanian T.T. meeting, held on the 4.5-mile Longford circuit on March 1, were New South Wales rider Len Deaton (Norton) and Bernie Mack (Norton). Deaton won the Senior and Unlimited c.c. races and Mack scored victories in the Junior Sidecar event and the Sidecar Handicap. Winner of the Junior race was George Huse (Norton) who also made the fastest lap at 82 m.p.h. The 125 c.c. and 250 c.c. races were run concurrently; they were won by Peter Thurley (Walsh Bantam) and Arthur Lee (Velocette) respectively.

REGULATIONS for the Aintree race meeting on May 10 are not yet available. Secretary advises that they will be sent to all applicants in the next two or three weeks.

SINCE MAY 3 is the date of the F.A. cup final, the Abernham Club is seeking to hold its national Aberdare Park road-race meeting (scheduled for the same day) on May 17.

NEW ADDRESS of Jeff Smith is "Birch Haven", Blackwood Road, Streety, Warwickshire. Jeff's mother particularly asks club secretaries to take note of the move, so that time and postage is not wasted in sending on trials regulations and other correspondence.

MALLORY PARK, Leicestershire, is available for general practice and tuning sessions. Full details are available from Miss C. M. Queenborough, Mallory Park Racing Circuit, Kirby Mallory, Leicestershire.

THAT INCREDIBLE veteran, Frank Cope, now 62, finished second in the 250 c.c. class of the Eitenhage Road Race in South Africa. According to reports, the race took place in a dust storm.

THE FACT that the Yorkshire Centre was seeking funds set Roger Milner, of Harrogate, into action. Newly appointed West Yorkshire Group Secretary, Milner has run a monster draw, which will result in over £125 going into the centre coffers.

ENTRIES FROM British racing men are invited for the Finnish Elaintarhanajo Djurgardsloppet road race at Helsinki on May 15. Entries close April 5. Regulations are available from the promoters, Elaintarhanajo, Helsinki, Kalevankatu 6 A 17, Finland.

A TENDENCY towards shorter races is reflected in the regulations for the Easter meeting to be held on the Roy Hesketh circuit, Pietermaritzburg. The usual 250, 350 and 500 c.c. scratch races have been cut down from 40 to 24 miles, and the Natal "100" from 55 to 45 miles.

SECRETARY of the Midland A.C. for the past 38 years, Leslie Wilson will retire from office in July. Though his work has mainly been in connection with car competitions, he will be remembered by motor cyclists as the organizer of the famous Shelsley Walsh hill-climbs; his association with the venue dates from 1907. A

place during the Brussels World Fair a special effort is being made to attract a representative international entry. Further details may be obtained from the *Motor Union de la Police Belge*, 31, Avenue du Mont Kemmel, Saint Gilles, Brussels, Belgium.

CUTH BATE, secretary of the Salop Club, reports that over half the star riders in Britain have already entered for the Hawkstone Park Scramble on Easter Monday.

SERVING MEMBERS of the Forces are invited to compete in The Forces' Motoring Club's Alpha Rally to be held in the West Country on March 30. Full details from D. H. Probert, 13, Melrose Place, Clifton, Bristol, 8.

SCOOTER owners are invited to join the Ayr Club. If they respond, a separate class will be provided for scooters in the Alec Bruce Rally to be held in September. Secretary is W. A. Martin, 11a, Waterloo Road, New Prestwick.

LAST TUESDAY, March 11, road racer George Ewer was married. His bride was Miss Rita Clarke. During the racing season, Ewer will be competing in short-circuit events on a two-fifty Beasley-Velocette.

SO MANY junior entries were submitted for next Sunday's Bayswater Grand National scramble that 45 had to be turned down. The venue is Tunnel Hill, Pirbright, and the first



This dramatic action shot from Australia was taken at the Fishermen's Bend airfield meeting near Melbourne last month. Piloting No. 80 is Laurie Fox (Norton), and he has just overtaken George Murphy (Vincent). Murphy won by just over one second.

presentation fund has been opened by the club, who feel that in addition to their own members there may be many regular spectators who would like to subscribe. Treasurer is H. F. Adams, 197, Broad Street, Birmingham.

ELIGIBILITY for companion membership of The Association of Pioneer Motor Cyclists has been raised by one year to 1918. In other words, applications will be considered from anyone who held a motor-cycle driving licence in 1918 or earlier. Details can be obtained from E. J. Bass, 39, Wanstead Place, London, E.11.

THE EAST YORKSHIRE CENTRE committee organizing the 1959 F.I.M. Rally has held its first meeting. The proposed dates for the first-time visit to these shores of the fixture are June 15, 16 and 17. If these dates are confirmed at the F.I.M. Congress in Warsaw next month, then the Scarborough national road-race meeting will take place on June 19 and 20.

DURING the racing season the Border Motor Racing Club will organize a championship to determine the best overall performance by members in scratch races at Charterhall. Irrespective of the number of classes or races entered only the best four performances will count. Points will be awarded on the basis of five for a win and four for a second place and so on down to one for all who finish behind the fourth man.

POLICE OFFICERS who own motor cycles, cars or other road vehicles are cordially invited to the 13th International Police Motor Rally to be held on July 4 in Brussels. As the rally takes

place begins at 11.30 a.m. Among the 18 Senior riders are Brian Leask, Tony White and Jim Sheehan.

THERE WILL BE 20 Seniors and 60 Juniors competing at the North Hants Scramble at Tweseldown race course, near Aldershot, on Sunday. Among the Seniors are Ken Heanes, Peter Lamper, John Avery, Andy Lee and the Jarman brothers. Racing begins at 11.30 a.m.

REGULATIONS are available for the following events: the Wye Valley Auto Club's national Traders' Cup Trial (April 19). Entries close April 5. Secretary is A. Whitings, 10, St. Guthlac Street, Hereford.

The 355 Scooter Club's Easter Road Rally open to all scooter owners (April 27). Entries limited to 100 and should be made to Competitions Secretary, 355, High Road, Wood Green, London, N.22.

Birmingham "30" Club's sidecars-only national D. K. Mansell Trophy Trial (April 20). Entries close April 5. Secretary is T. F. Martin, 14, Victoria Road, Harborne, Birmingham, 17.

Border Motor Racing Club's race meeting at Charterhall Airfield (April 27). Entries close April 12. Secretary is C. N. Fairburn, 34, Ripon Gardens, Newcastle upon Tyne, 2.

The southern leg of the North v. South Scramble (April 27). Organization is by the Streatham and Mid-Bucks clubs. Secretary is K. T. Rickets, 5, Beech Close, Carshalton, Surrey. Entries close April 9.

Triumph Owners' Club's All-Britain Rally (May 18). Entries close May 2. Secretary is L. Leaver, 123a, Walworth Road, London, S.E.17.

# Jackson Again

A.J.S. Rider Scores Second  
Weekend Win—in Belgium

**TWO-IN-A-ROW** wins during the same weekend are becoming a habit with trials stars. Last weekend, not content with winning the Cotswold Cups Trial on Saturday, Gordon Jackson (347 A.J.S.) dashed overnight by air to Belgium to make best performance in the Lamborelle Trial. The "Lamborelle" is rapidly becoming a Jackson stamping ground, for on Sunday he achieved his third win.

Organized by the *Union Motoriste de Bruxelles*, the event is run on English-trial lines over two laps of a 30-mile course in the Brussels area. The observed sections are very similar to those found in the South-Eastern Centre and the surfaces in the main are of sand or mud.

Twenty-one British riders took part. (And no wonder, for an entry fee of 15s provides for dinner, bed and breakfast in Brussels and a snack at mid-day during the trial!)

The experts started at 10.30 a.m., after the novices. First came a special test in the village of Ohain, where the local inhabitants, full of enthusiasm, turned out to watch the fun. From Ohain, the course led to an observed stream crossing, where most Britons had no trouble, although Artie Ratcliffe (199 Triumph) was forced to give a prod. British riders were loudly applauded on every section—especially Jackson for whom the Belgians have found the touchingly attractive nickname, *Blondo*, which is, of course, a reference to his fair hair!

**Best Performance.**—G. L. Jackson (347 A.J.S.), 14 marks lost. **Best over 250 c.c.**—Jackson. **Best under 250 c.c.**—J. R. Gilles (199 Triumph), 18.

**Other British Markings.**—J. V. Smith (499 B.S.A.), 20; S. H. Miller (497 Ariel), 21; J. V. Brittain (346 Royal Enfield), 22; G. J. Draper (499 B.S.A.), 23; R. J. Langston (497 Ariel), 24; B. W. Martin (348 B.S.A.), 27; G. S. Blakeway (497 Ariel), 31.

**Team Award.**—Sunbeam: Jackson, Gilles, Smith, 22.

## Group Warfare

**AWFUL** weather was the main reason why 30 of the 97 entrants for the Yorkshire Centre Inter-group Semi-sporting Trial last Sunday failed to start. Although it was freezing throughout the event and three miles had to be cut from the 25-mile circuit owing to snow drifts, the going was not unduly arduous and all but five riders completed the two laps.

**Winning Team.**—West Yorks Group: A. J. Lampkin (499 B.S.A.), 11 marks lost; N. B. Holmes (497 Ariel), 21; F. Fletcher (499 Royal Enfield), 23; G. A. Hill (197 James), 30; M. H. Rispin (346 Royal Enfield), 31; G. Myers (346 Royal Enfield), 39; total, 155. **Runners-up.**—South Yorks Group: C. A. Morewood (497 Ariel), 25; M. Nixon (346 Royal Enfield), 35; M. Ransom (346 Royal Enfield), 34; T. Savage (499 B.S.A.) and B. Joy (497 Ariel), 43; D. A. C. Smith (197 James), 58; total, 236.

## Vintage Difficulties

**PLENTY** of ice and snow made the going treacherous in parts for the vintage Cotswold Road Trial run by the Western Region of the Vintage Club on Sunday. The entry of 58 included 11 veterans. The course was fairly stiff, consisting mainly of narrow lanes in the Cotswolds. Chatcombe Pitch, Barton Hill and Sudeley Hill were included and Gambles Lane was an optional hill for bonus marks.

A most notable performance was made by Miss Hazel Jones who had learned to ride only a week previously in order to compete; she won the ladies' award. Miss E. Johnson and Mrs. Jean Boothman both spilled on the ice,

Miss Johnson carried on with a rather bent model but was later forced to retire with a broken chain. Fortunately for everyone, the weather remained bright throughout.

**Joe Major Cup** (best vintage performance).—D. Bailey (220 Velocette), 44 marks lost. **Best Veteran Performance.**—F. T. Smith (490 Triumph), 54. **Best Sidecar.**—M. H. Searl (211 Levis), 57. **Best Lady.**—Miss H. Jones (147 New Knight). **Concours d'Elegance.**—Best Original Veteran.—L. Moon (James). **Best Restored Veteran.**—J. M. Barrett (Triumph). **Best Restored Vintage.**—J. Cadogan (493 Sunbeam). **Best Original Vintage.**—R. Chandler (750 James).

**First-class Awards:** Veteran.—W. Warner (500 Minerva), 52. **Vintage.**—W. Pearce (492 Sunbeam), 29; F. E. Burke (650 Zenith), 31; P. G. Mills (348 A.J.S.) and C. Wright (496 Scott), 33; R. L. Organ (Chater-Lea) and W. J. Rich (499 Sunbeam), 36; E. J. Williams (492 Sunbeam), 59.

## Snow Scare

**THOUGH** the course was virtually clear, snow in plenty around the area had an adverse effect on the number of starters in the Edinburgh Southern Club's Coronation Trophy Trial on Sunday. Out of 83 entries there were 21 non-starters. Brilliant sunshine favoured the event, but the weather was rather cold.

**Coronation Trophy.**—G. Noble (490 Norton), 37 marks lost. **Runner-up.**—J. W. Duncan (497 Ariel), 38. **125 c.c.**—L. More (B.S.A.), 102. **250 c.c.**—J. Adamson (197 Greeves), 41. **350 c.c.**—R. S. Thomson (A.J.S.), 48. **500 c.c.**—J. N. Clarkon (Matchless), 45. **Best Novice.**—W. Hendry (498 A.J.S.), 70. **Team Award.**—Edinburgh St. George's: Noble, Clarkon, A. M. L. McLean (497 Ariel), 132.

**First-class Awards.**—J. D. Williamson (497 Ariel), 46; A. D. Smith (348 B.S.A.), 49; A. M. L. McLean 50; A. Fender (348 B.S.A.), 53; J. Pryde (197 James), 55; J. H. Birrell (197 James) and J. Davies (197 Francis-Barnett), 60; D. Hogg (497 Ariel), 61; J. Buchan (348 B.S.A.), 64; J. S. Lawrie (224 D.M.W.), 65; A. D. Peebles (347 Matchless), 69.

## Yorkshire Severity

**IN** weather cold enough to make even an Eskimo seek shelter, 51 solo riders set out on Saturday to cover three laps of a tough 10-mile circuit above Ilkley. The event was the Ilkley Grand National, a Yorkshire Centre trial organized by the Ilkley Club and renowned for severity. It certainly lived up to its reputation for only 20 riders

completed the course, five of whom were outside the time limit.

Stan Holmes (497 Ariel) proved a decisive winner with 46 marks lost on observation and 10 on time. The second-best performance was by Geoff Broadbent (346 Royal Enfield) with 64 marks lost on observation and 14 on time. Only two marks behind the runner-up were Blackie Holden (197 Francis-Barnett) and Maurice Rispin (346 Royal Enfield). Holden was awarded third place as he had lost fewer marks than Rispin on the first lap.

Sheer exhaustion and the bitter cold—which in some cases froze brakes out of action—caused as many retirements as the multitude of other mechanical troubles.

**Ilkley Trophy.**—N. S. Holmes (497 Ariel), 58 marks lost. **Scott Trophy** (runner-up).—G. E. Broadbent (346 Royal Enfield), 78. **Third.**—B. Holden (197 Francis-Barnett), 60.

**Team Award.**—Bradford: Holden, W. Wilkinson (499 B.S.A.), R. D. Metcalfe (346 Royal Enfield), 269. **Best Under 150 c.c.**—J. Wain (149 Special), 135. **Best Ilkley Member.**—M. H. Rispin (346 Royal Enfield), 80. **Best Over 40 years.**—R. Wilkinson (197 James), 156.

**First-class Awards.**—Rispin: J. O. Brown (197 Greeves), 81; W. Wilkinson, 93; Metcalfe, 95; J. N. Rhodes (197 Greeves), 102.

## Depleted Entry

**SHOCKING** road conditions accounted for 59 non-starters from an entry of 229 for the 28th South-Midland Centre Inter-club Team Trial run in the Hoddesdon area on Sunday. Consequently there were gaps in many of the teams, particularly from the Cambridge district, where it was snowing heavily. One section, No. 3, defeated the entire entry including Brian Stonebridge, the individual winner. There were 20 retirements. Stonebridge and M. W. Garner (199 Triumph) both lost 22 marks but Stonebridge put up the better performance in a special acceleration test through mud.

**Best Performance.**—B. G. Stonebridge (249 Greeves), 22 marks lost. **250 c.c.**—M. W. Garner (199 Triumph), 22. **350 c.c.**—R. Baker (A.J.S.), 28. **Over 350 c.c.**—R. J. Crosby (490 Norton), 31. **Best Sidecar.**—J. Reed (596 Ariel), 56. **Runner-up Sidecar.**—A. J. Wakefield (498 Triumph), 71. **Best Novice.**—D. Witcomb (197 Norman), 41. **Team Award.**—Grasshopper (Chingford) B: J. J. Burgess, D. Smith, B. Worman, M. Garner, 155. **Runners-up.**—Kenton and Kingsbury: R. J. Crosby, B. Bamber, J. E. Davis, D. W. Smith, 145.

Scene from the Lamborelle Trial (held near Brussels last Sunday), showing Johnny Giles taking his Triumph Tiger Cub through a watersplash. He made best under-250 c.c. performance



# Compulsory Testing

## Step Nearer in M.o.T. Plan to Vet Old Machines

WHEN compulsory tests of vehicles more than 10 years old are introduced the charge made will be 10s 6d for all types of two-wheeler and 15s for sidecar outfits and three-wheelers. In each case the charge will include a fee of 1s to be passed on to the Ministry of Transport for general administrative purposes, including the periodic inspection of testing stations and the cost of appeals by riders and drivers.

This announcement was made by the Minister of Transport in the House of Commons last Friday. He said that he had arranged with trade interests the main conditions governing the proposals for the appointment of authorized examiners and the manner in which the testing stations will be operated. Further discussions will take place with representatives of local authorities and motoring organizations. It is expected that by the end of April he will be in a position to consider applications for the appointment of authorized testing stations.

Full details have yet to be given but it is expected that the tests will be concentrated on brakes, steering and lighting and will start in June.

## Cyclemaster News

THE business and premises of Cyclemaster, Ltd., have been taken over by Planloc Engineering, Ltd., and production of Piatti scooters, the Cyclemaster wheel and the Cyclemaster moped is continuing.

Prices of the scooter, standard model £124 8s 9d (including British purchase tax) and de luxe model £140 6s 11d, remain unchanged. Slight increases have been made in the prices of the wheel which is now £30 9s and the moped, £44 2s. The address of Planloc Engineering, Ltd., is Tudor Works, Chertsey Road, Blyfeet, Surrey (telephone: Blyfeet 3145).

## Manx Air Crash

AN indication of the closeness of the ties binding the Isle of Man with the motor-cycle game is contained in a letter received by Norman Dixon, A.C.U. chairman, from Sir Ambrose Dundas, the Island's Lieutenant Governor. His Excellency says: "On behalf not only of the sufferers but of the whole Island I would like to thank you and, through you, the Auto-Cycle Union, for your kind expression of sympathy in the disaster which has befallen this community." A cheque for 50 guineas has been sent by the Union to the Winter Hill Aircraft Disaster Fund.

## Over 212,000!

NO fewer than 212,234 machines in the motor-cycle categories were registered for the first time last year. As mentioned in *The Motor Cycle* for February 6, the 200,000 mark—a record in the history of motor cycling—was passed in November and the full total for 1957 is nearly 21,000 above the previous best, 191,278, in 1955.

Before the last war new registrations exceeded 100,000 only once—in 1927—and it was not until 1950 that six-figure totals were

regained. Since then records have been broken every year except in 1952 and 1956.

Last year's figures in the various categories were as follows: Solos, up to 60 c.c., 48,529; 60 to 150 c.c., 92,553; 150 to 250 c.c., 34,601; over 250 c.c., 26,489. Sidecar outfits, up to 60 c.c., 13; 60 to 150 c.c., 201; 150 to 250 c.c., 103; over 250 c.c., 3,574; three-wheelers, 6,169. It will be noted that by far the largest number of new registrations was in the 60-to-150 c.c. solo category which includes the majority of scooters sold in Great Britain. The Ministry of Transport does not distinguish between scooters and motor cycles for registration purposes but it is estimated that about 80,000 scooters of all type were put on the road last year. Probably 70,000 were in the 60-to-150 c.c. class.

Apart from the new-registration record in 1957 the total number of machines on the road was, as reported in last week's issue, a record at 1,471,392.

## Purchase Tax Plea

WITH the April budget in view, the motoring organizations are again pressing the Chancellor to free safety helmets from purchase tax. It is suggested that the

## Star Features

- ★ Running-in a new sidecar outfit during a leisurely tour is described by Paul Black; the article is rounded off by a series of five-second hints covering all types of machine.
- ★ Fully illustrated description of the Swiss Show opening in Geneva today.
- ★ Readers' queries and our replies.
- ★ The life of a factory experimental tester described by Bob Currie.
- ★ All the regular weekly features including a road-test report and the latest sports news.

## Next Thursday

removal of the tax would encourage more motor cyclists to buy helmets.

In a letter to the Treasury, the standing joint committee of the R.A.C., A.A. and R.S.A.C. points out that the risk of head injury to motor cyclists wearing helmets has been estimated to be 30 to 40 per cent lower than to those not wearing them.

## Parliament

THE cost of the proposed road link between London Airport and the Chiswick fly-over is estimated at about £9,500,000. The line of the road has not yet been decided by the Minister of Transport; he is considering the possibility of making the road a double-decker route on the Belgian pattern.

The Chancellor of the Exchequer will present his budget on Tuesday, April 15.

## In Brief

THE Helsinki Show, to have been held from May 9 to 18 as part of the Finnish Fair, has been cancelled.

JOURNALIST Roger Maughfing last Monday became manager of L. Stevens, Ltd., the well-known Velocette specialists, of Goldhawk Road, Shepherd's Bush, London, W.12.

SOME 10 months ago a fire at the Goodyear factory in Wolverhampton caused damage estimated at £1 million. Almost immediately afterwards, rebuilding started and the work has now been completed. Production has been maintained throughout.

PHASE 12 of the Green District Scheme is to take place from March 22 to 29 in the boroughs of Lambeth, East Ham, Fulham and Marylebone. The scheme differs from an ordinary road-safety week since the whole of the effort is centred round one aspect of road safety—the theme for Phase 12 is "crossing the road."

A CHOKE control which is more accessible than the standard fitting on Vespa Standard and Clubman scooters equipped with dual-seats can now be obtained from Moto Baldet (14, Newland, Northampton). The control, which can be fitted in about 15 minutes and requires only the drilling of one hole, is priced at 5s 6d.

PRACTICAL information and advice for car owners on planning tours, caravanning and camping is given in tomorrow's special Spring and Touring Number of our associated journal *The Autocar*. Copies may be obtained from newsgagents, price 1s as usual, or direct from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

TRAFFIC patrol cars in Buckinghamshire are now carrying warning signs which are erected about 250 yards from the scene of an accident. The signs are made reflective by the use of Scotchlite and are visible at night from approximately 350 yards with dipped headlights and 500 yards with headlights full on.

ON Monday of last week, the Minister of Transport formally started the work on the Ross motorway to provide a new 20-mile section of the route between Wales and the Midlands. At its eastern end the motorway will connect with the Worcester-Gloucester road (A38) north of Tewkesbury. The western terminal will be at a point on the Worcester-Ross road (A449).

A RECENT modification to the Feridax handlebar fairing is that the internal upper surface of the clear-plastic dome which covers the headlamp is coated with non-reflecting grey paint to give a cow effect. Bow reflection of light is thereby lessened and there is also a beneficial effect when the main beam is used for riding through mist or fog.

NAMES, addresses and telephone numbers of garages and filling stations in England, Scotland and Wales which are always open, or which remain open until midnight, are given in "All Night Petrol Stations," published by the Royal Automobile Club. The booklet is of handy pocket size and is free to members on application to county offices or to headquarters, 85, Pall Mall, London, S.W.1.

READERS' CORNER.—Instruction Books Wanted.—R. J. M. (Poole): for a 1948 Spry engine Corgi. M. D. (Durham): for a 1948 T35 Douglas Back Number Wanted.—Miss O. M. D. (Lindley): 19 March 1953. Experiences Wanted.—D. B. (Iford): world tour by motor cycle. A. F. G. (Henlow): motor-cycle trip to Istanbul. R. P. W. (Harrow): fitting twin Bowden carburettors to a 1957 Norton Dominator 99.

NEARLY 250,000 people have seen the Royal Automobile Club's Diamond Jubilee Exhibition which has just finished its tour. The exhibition was opened last April in London and was subsequently staged in various parts of the country, including Stretford, Coventry, Blackpool, Scarborough, Leeds, Leicester, Birmingham, Bristol, Plymouth, Norwich, Hull and Stoke on Trent.

TRAINING SCHEME.—Assuming there are sufficient applications, the Glasgow Speedway Club will start a course shortly at the Maryhill Barracks, Glasgow. (Full details may be obtained from Jack Cuthbert, 31, Rannoch Road, Glasgow, S.4. S. Gardner, 33, Kingsburn Drive, Bankhead, Rutherglen, or E. Hindley, 16, Sandyford Place, Sauchiehall Street, Glasgow, C.3.)

The Notts Club's next course starts at 7 p.m. on April 20 at Government Buildings, Chalfont Drive, Western Boulevard, Nottingham. (Ken Leek, 158, Basford Road, Old Basford.)

Starting next Thursday (March 20) classes organized by the West of England Club will run throughout the summer period on Thursdays (except April 3) starting at 7 p.m. at the Exeter Cattle Market. (R. P. Walford, Clovelly House, Bovey Tracey, Devon.)

# CLUB NEWS

**ALBERTON and WEMBLEY.**—March 14: Films (Swan, Sudbury, 8), 16: Vice-captain's Run (Ace Café, 10.30). **Barry.**—March 18: General meeting (H.Q., 7.30). **Bayswater.**—March 14: Pre-scramble meeting (H.Q., 8). **Bedford Eagle.**—March 14: Dinner and dance (Civic Theatre, 8). **Birmingham Lambretta.**—March 16: Drayton Manor Park (Stamford Park, 10.30).

**Bow District Garage.**—Presentations were made to B. Mold and Laurie Kiteley at the seventh annual dinner last week in appreciation of their fine work as secretary and treasurer respectively; both have now retired. Bill Mold also became the first holder of the Cabby Cooper Trophy, awarded to the member giving the club most support during the previous year. Harry Louis (editor, *The Motor Cycle*) proposed the toast to the club and the response was made by the president, Commander H. J. Evans. Superintendent R. R. Gahan welcomed the guests and the reply on their behalf came from Harry W. Shuttleworth, president of the South Midland Centre. Nearly 250 members and friends attended. **Bowden.**—March 16: Box Hill (Ace Café, 1.45). **Bristol.**—Regulations for the April 13 open-to-Wessex Centre Henley Scramble from W. J. Flew, 158, Station Road, Kingswood, Bristol; entries close April 9. **Buxton.**—March 19: Club night (White Lion, 7.45).

**Croydon.**—March 16: Support Half-Crown Trial (Airport, 8.30). **Darlington.**—Regulations for the March 30 restricted Spring Trial from R. L. Futers, 10, Glenfield Road, Darlington; entries close March 27. **Derby Scooter.**—March 19: indoor rally (Greyhound, 8). **Devonport.**—March 14: Beetle drive (H. Q., 8). 16: Clearbrook (Baker's, 2). **Dittons.**—March 13: Club corner (Royal Oak, Teddington, 8). 16: Support Half-Crown Trial (Hempston, 10). 18: Committee meeting (Royal Oak, 8).

**East Acton.**—March 19: Redex films (Duke of York, 8). **East Midland Centre.**—At the annual dinner held at the Welbeck Hotel, Nottingham, on March 2 the vice-president, Jack Walton, in proposing the toast to the A.C.U., said that more and regular information concerning the Union's activities would make for happier relations between clubs and the general council and misapprehensions might disappear.

**Falcon (Croydon).**—March 16: Working party (Pond, 10). 17: Scrambles discussion (H.Q., 7.30). **Forces Motoring.**—March 15: Navigational exercise (Bull Inn, Chesham, 6). **Ford Sports.**—March 16: Closed trial. **Gloucester and Cotswold.**—March 18: Dutch auction (H.Q., 7.30). **Green Aces (Romford).**—March 16: Support trial (Romford Market, 1.30). **Grove Park.**—March 16: Support Bayswater Grand National (Green Man, 9.30).

**Halstead.**—New H.Q.: rear of Griffen, Parsonage Street, Halstead. Regulations for the April 20 open-to-Eastern Centre scramble from C. D. Newport, 35, Hayhouse Road, Earls Colne, Essex; entries close April 5. **Hampstead.**—March 17: Social (Wharrie Hall, 8). **Hanwell.**—March 13: Lubrication talk (H.Q., 8). **Hatfield.**—Secretary: J. Kitchener, 28, Campfield Road, St. Albans, Herts.

**Ilford.**—March 18: Natter night (Dr. Johnson, 8). Secretary: Mrs. J. Waite, 296, Hampton Road, Ilford, Essex. **I.M.T.C.** (London and Southern).—March 15 and 16: Spring Rally (Holiday Fellowship Centre, Milford on Sea). **Kent and Sussex.**—Regulations for the March 30 open-to-South-Eastern Centre Camden Cup Trial from R. J. Greer, 18, Hawkenbury Road, Tunbridge Wells, Kent. **Kings Norton.**—March 14: Open night. **Kingston.**—March 16: Support scramble (Cattle Market, 9.30).

**L.E. Velo (London).**—March 14: Club night (White Swan, E.C.4, 8). (Midland).—March 16: Hour Cross (Sir Wags, Erdington, 10.45). **Leatherhead.**—March 13: Club night (H.Q., 8). 16: Support Half-Crown Trial (Plough, 9.30). **Leavesden.**—March 17: Talk by Bob Manns (Three Horseshoes, Garston, Watford, 8). **Leicester Query.**—March 16: Closed trial (Springfield Hill Farm, 10). **Liverpool Imperial.**—March 18: Sports (H.Q., 8.30). **London Douglas.**—March 14: Natter night (H.Q., 8). 16: Social run (Crystal Palace, 2). **London Scooter.**—March 16: Support scramble (Blue Cockatoo, 9.45). **London Touring.**—March 16: Coast run (Fox and Nicholl, 10.30).

**Maidstone Aces.**—March 13: Housey-housey (H.Q., 9). 16: Coastal run (Fairmeadow, 2). **Manchester Ace.**—March 16: York (Shesherwood's Garage, 10.15). 17: Club night (H.Q., 7.30). **Manchester Eagle.**—March 16: Charles Mark-

ham Trial. **Manchester Vagabond.**—March 16: Strines and Lansett (Belle Vue, 10.30). **Midland Automobile.**—Secretary: G. Flewitt, 4, Vicarage Road, Edgbaston, Birmingham, 15. **Mont Christie.**—March 19: Film show (Woodbine, 8). **Morgan Three-wheeler** (South-East).—March 16: Gymkhana (Lippets Hill, Epping, 12).

**Norwich Viking.**—March 16: Trial (Bird in Hand, Tasburgh, 10.30). **Nottingham Tornado.**—March 16: Derbyshire dawdle (Bobber's Mill, 10.30). **Oswestry.**—Regulations for the Good Friday Scramble from C. F. Powell, 49, Roft Street, Oswestry; entries close March 31 or earlier if fully subscribed.

**Panther Owners (Home Counties).**—March 16: Support Bayswater Grand National (G. K. Rae, 9). Secretary: L. High, 278, Old Kent Road, London, S.E.1. **Pendennis.**—March 14: Club night (Globe Hotel), 15: Support scramble. **Peterborough Combination.**—March 16: Hunstanton (Embassy, 10.30). 19: Club night (Drill Hall, London Road, 7.30). **Plymouth Touring.**—March 13: Map-reading talk (H.Q., 7.30). 16: Berry Pomeroy Castle (Stadium, Penryn, 2).

**Saturday, March 15.**—Bath: National Kickham Trial, New Inn, Farmborough, 9.30 a.m. **Mid-Antrim:** Slemish Trial, Slemish Mountain (route to start die-marked from Town Hall Square, Ballyclare) 2.30 p.m. **Wakefield:** Two-day Scramble, Bentley Springs, Emley, on the main Denby road, 2 p.m.

**Sunday, March 16.**—Wakefield: Two-day scramble, Bentley Springs, 2 p.m. **North Hants:** March Scramble, Tweseldown Race Course, Crookham, near Aldershot, 11.30 a.m. **Liphook:** Half-Crown Trial, 10.30 a.m. **Arbroath:** Scramble, Lochaber Farm, 11.30 a.m. **Bristol:** Cryer and Spring Cups Trial, Coles' Coach Station, Winford, 10.30 a.m. **Cirencester:** Trial, Park Corner, 10.30 a.m. **Nantwich:** March Scramble, Hatherton Hall Farm, Hatherton, 2 p.m. **North Cornwall:** Spring Trial, Trekette Guest House, two miles from Bodmin on the Launceston road, 2 p.m. **Sturminster Newton:** Spring Scramble, Bulbarrow Hill, near Blandford, 2 p.m. **Fairlight:** Bayswater Grand National, Tunnel Hill, 11.30 a.m. **Burton:** Ratcliff Cup Trial, Salt Box Café, near Tutbury, 11 a.m. **Leek:** Charles Markham Trophy Trial, Moorlands Filling Station, Kamshaw, Upper Hulme, on the Buxton road, 11 a.m. **Liverpool:** Spring Trial, White River

**Prima (East London).**—March 19: Club night at new H.Q. (62, Forest Lane, Stratford, London, E.15, 7.30); prospective members welcome.

**Reading All-scooter.**—March 18: Club night (River Club, Loddon Bridge, 8). **Retford.**—Regulations for the open-to-East Midland Centre Easter Monday Scramble from E. Swannack, 15, Furlong, Retford; entries close March 29. **Rotherham.**—March 16: Closed trial (car park, Listerdale, 10.30). **Royal Enfield Owners (London).**—March 14: Natter night (H.Q., 7.30). **Radge Enthusiasts.**—Secretary: L. Howell, 74, Lansder Street, London, S.W.11.

**Saunders-Rose.**—Secretary: R. O. J. Evans, 5, The Rise, Redberth, near Tenby, Pembro. **Somerton.**—March 14: Skittles (Queen's Arms, Corton Denham, 8). **South Harrow.**—March 16: Support Tweseldown scramble (Hillingdon roundabout, 10). **Southern Sporting.**—March 16: Support Half-Crown Trial (Claremont Café, Staines, 9). Secretary: R. B. Bower, 21, Whitton Dene, Hounslow. **Southern Triumph Riders.**—March 16: Support Bayswater Grand National (Staines roundabout, 9.30). **Streatham.**—March 16: Half-Crown Trial. 17: Club night. **Surrey Sidecar.**—March 16: Support Bayswater Grand National (Toby Jug, 10).

**Taunton.**—Regulations for the April 4 open-to-South-Western Centre Blindfold Scramble from K. E. Marshall, 15, Noble Street, Taunton; entries close March 29. **Tenterden.**—March 16: Support Half-Crown Trial. 18: Committee

meeting and club night (Eight Bells, 7 and 8). **Trade Winds.**—March 16: Canterbury (H.Q., 9). **Triumph Owners (Bedford).**—March 13: Mystery run. (Epping Forest).—March 16: Thames Valley (Crooked Billet, Walthamstow, 10). (Leeds).—March 14: Club night (Wharf Hotel, Bradford, 8). (North London).—March 14: Tombola (H.Q., 7.30). 15: Dinner and dance (Eleanor Cross Restaurant, Waltham Cross, 6.45). (North Wales and Merseyside).—March 14: Open night (H.Q., 7.30). 16: Run (H.Q., 1). (North West London).—March 16: Support South London road trial (L.E.F., 8.30). 18: Special night (H.Q., 7.30). (South London).—March 16: Road trial. 18: A.G.M. (Acuba Hall, 8). (West Middlesex).—March 13: A.G.M. (H.Q., 8). 16: Support South London road trial (White Hart, 9). **Triumph Owners of North-West Kent.**—March 14: Talk by Triumph service manager (White Hart, Bromley, 7.30). 18: Redex film (T.S. Narvik, 8).

**Vagabonds.**—March 16: Support scramble (Highway Café, 9). 17: Club night (Bull's Head, Turnford, Herts). **Vincent-H.R.D. Owners (Aldershot).**—March 18: Esso film (Ash Street, Ash, 7.45). (Derby).—March 13: Club night (Osmaston Park Hotel). (Essex).—March 14: Club night (White Hart Hotel, Chelmsford, 7.30). (North London).—March 18: Club night (George, Holmes Road, Kentish Town). (Oxford).—March 14: Club night (Bear and Ragged Staff,

Camp, near Bodfari, on the Mold-Denbigh road, 11 a.m. **Reichade:** Moto-ball match with Prestwich, Mandale Park Sports Field, Manchester Road, 2.30 p.m. **Whitechurch:** Joe Harding Trophy Trial, New Inn, Hampton Heath, Malpas, 11 a.m. **Kirkcaldy:** Spring Trial, Markinch, 10 a.m. **St. Austell:** Scramble, St. Stephen's Beacon, 3 p.m.

**Saturday, March 22.**—Gloucester: Trial, Littlecan, 2 p.m. **West Wilts:** Night trial, Avon factory, Melksham, 7 p.m.

**Sunday, March 23.**—Streatley: March Hare Scramble, Bower Farm, Aldworth, 1 p.m. **Epsom Downs:** Sunbeam Club's annual Pioneer Run, Tattenham Corner Station, 9 a.m. **Kirkby Mallory:** Closed-to-club road racing, Mallory Park circuit, 11 a.m. **Isle of Wight:** Wight Trial, Barley Mow, Shide, near Newport, noon. **Tiverton:** Twyford Trial, Nethercott Farm, Oxford, 1 p.m. **Yeo Vale:** Batten Scramble, Westbury Farm, Norton sub Hampton, 2.30 p.m. **Ware:** Bow District Garage Bluebottle Trial, Beaman's Garage, 10.30 a.m. **Bedfordshire:** Scramble, Mowbury Farm, Cleat Hill, Ravensden, 2 p.m. **Derbyshire:** Clarke Cup Main Road Trial, Swaine's Garage, Ambergate, 3 p.m. **East South Wales:** Cyril Morgan Trial, British Legion Hall, Pontlanfraith, 11 a.m.

**Cumnor.** (Southampton).—March 13: Club night (Railway Hotel, Millbrook). (South London).—March 14: Club night (T.A. H.Q., Bromley Road, Catford). (West London).—March 17: Talk by Ted Hampshire (Ickenham Community Centre, 8).

**Watton.**—March 13: Dance (Queen's Hall). **West Herts.**—March 16: Support scramble (Red Lion, 9). **West Leeds.**—March 13: Supper (Greyhound Hotel, Tong). **West London.**—March 16: Support trial (Fox and Nicholl, 10.30). **West Wilts.**—Regulations for the March 22 open-to-Wessex Centre night trial from Mrs. H. Lywood, Barton Farm, Bradford on Avon; entries close March 19. Les Archer replied to Bob Walsham's toast to the visitors at the annual dinner, held at Forte's Restaurant, Bath, on February 28. **Westmorland.**—March 16: Closed trial (Wheatheal, Brigsteer, 2). **Wimbledon.**—March 14: Darts (H.Q., 8). **Wood Green.**—March 16: Support trial (Alexandra Palace, 9.30). **Working Eagle.**—March 13: Talk (H.Q., 8). **Wye Valley.**—Secretary: Mrs. F. Smith, 30, Oak Crescent, Hereford. **Wycombe.**—March 14: Club night (Nag's Head, High Wycombe, 8). Secretary: Miss A. Ward, 184, Amersham Road, High Wycombe. **Yeo Vale.**—March 15: Working party (Westbury Farm, 2). Regulations for the March 23 open-to-South-Western Centre Batten Scramble from G. Gill, Hill View, Montacute Road, Odcombe, near Yeovil.

THE CLUBMAN

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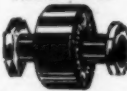
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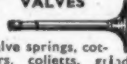
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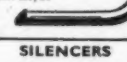
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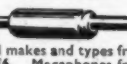
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Inspect them at your leisure and Ride away!

1/3rd DEPOSIT - 2 YEARS TO PAY

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New '57 BOND 3-wheeler Family de Luxe, 5-str. .	
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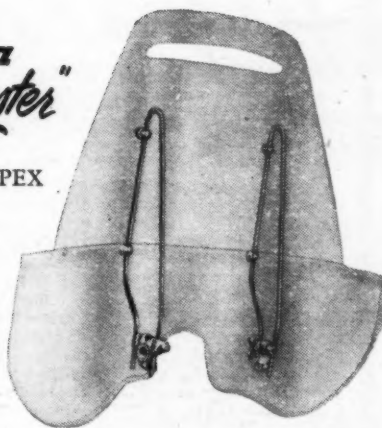
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### 1,000 NEW

Models—motorcycles, scooters,  
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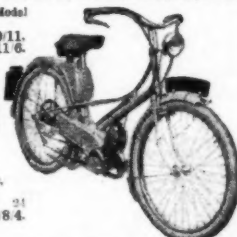
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A.J.S. MOTOR CYCLES. Plumstead Rd., S.E.18. Tel. Woolwich 1223. [1017/R]

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**1958** A.J.S. models, you'll get the deal of deals at King's, easiest friendly terms; immediate delivery 10 mins. visit, 24 hours post. any motor cycle, three-wheeler or car in part exchange; write or call now, remember there's a really national service behind you at

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**ALL** models supplied; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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—125-151, Ealing Rd., Wembley 2150. [0194/R]

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**1951** A.J.S. 500cc. a very good example in tip-top order; 85gns.—Colin Bulmer, Ltd., Ansell Rd. (side of G.P.O.), Dorking. [7336]

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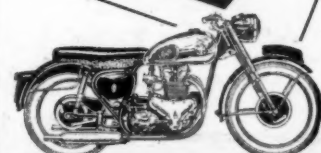
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## SALES & WANTS

Turn to page 49 for  
Advertisement Form

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**BSA**



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24 MONTHS TO PAY**

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350 c.c. o.h.v. B31 Sprg £229	10 10
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Continued from previous column

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Cash Price	COMBINATIONS	Cash Price
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£280 10	Watsonian Albion s/sr. saloon s/clear	
£280 10	Victor, '49, 500 c.c. O.H.V. Model E82, springer, with	£290 10
£280 10	Leyton s/sr. saloon on V.G.21 chassis	
£280 10	Intel, '50, 500 c.c. S.V. Mod. VB de luxe, teles., with	£290 10
£280 10	Watsonian Monarch s/sr. Tourer s/clear	
£280 10	B.A. '50, 500 c.c. O.H.V. A7 de luxe Twin, teles., with	£290 10
£280 10	Watsonian Albion s/sr. saloon on V.G.21 chassis	
£280 10	Intel, '51, 500 c.c. O.H.V. Model 180, teles., with	£290 10
£280 10	Swansea Swallow Harvard D/A saloon s/clear	
£280 10	Triumph, '49, 500 c.c. O.H.V. Tiger 100 Twin, spr. hub,	£290 10
£280 10	with 2-seater Watsonian Maxstoke C/A sal. on V.G.21	
£280 10	chassis	
£280 10	Intel, '53, 600 c.c. S.V. Mod. VB de luxe, springer, with	£290 10
£280 10	Garrard 880 Sports s/clear on Mark II chassis	
£280 10	R. Buleid, '53, 700 c.c. O.H.V. Meteor Twin, alarm,	£290 10
£280 10	springer, with 2-seater Trident C/A full-door sal. s/clear	
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£280 10	2-seater Canterbury C/A saloon on V.G.21 chassis	
£280 10	B.A. '54, 600 c.c. S.V. M.21 de luxe, springer, with	£290 10
£280 10	2-seater B.S.A. C/A Family saloon s/clear	
£280 10	Triumph, '52, 650 c.c. O.H.V. Thunderbird, sprung hub,	£290 10
£280 10	with Sports Blackwell Bullet s/sr. s/clear	
£280 10	R. Buleid, '53, 500 c.c. O.H.V. Meteor Twin, alarm,	£290 10
£280 10	springer, with Watsonian Monarch Touring s/sr. s/clear	
£280 10	B.A. '55, 500 c.c. O.H.V. Model M.23 de luxe, springer,	£290 10
£280 10	with 2-seater Canterbury Occ. D/A saloon s/clear	
£280 10	R. Buleid, '54, 700 c.c. O.H.V. Meteor Twin, alarm,	£290 10
£280 10	springer, with Garrard 8.90 Spts. on Mk. 2 chassis	
£280 10	B.A. '56, 650 c.c. O.H.V. Golden Flash, sgrt., sgrt.,	£290 10
£280 10	with Watsonian Avon Sports on V.G.21 chassis	
£280 10	B.A. '57, 650 c.c. O.H.V. Golden Flash, springer, with	£290 10
£280 10	Watsonian Ascot saloon s/clear on V.G.21 chassis	
£280 10	R. Buleid, '57, 650 c.c. O.H.V. Golden Flash, springer, with	£290 10
£280 10	Swansea Swallow Harvard D/A saloon s/clear	
£280 10	Intel, '57, 650 c.c. O.H.V. Huntmaster Twin, alarm,	£290 10
£280 10	springer, with 2-seater Canterbury D/A saloon s/clear	

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Phone: TUL 3664

Cash Price	COMBINATIONS	Cash Price
£280 10	Douglas, '51, 350 c.c. O.H.V. Mk. V Twin, sgrt., sgrt.,	£250 10
£280 10	B.A. '52, 500 c.c. D3 Bantam Major, springer	£250 10
£280 10	B.A. '51, 500 c.c. O.H.V. A7 de luxe Twin, springer	£280 10
£280 10	A.L.S. '52, 500 c.c. O.H.V. Model 20 Twin, diesel, alarm	£210 10
£280 10	Triumph, '53, 650 c.c. O.H.V. Thunderbird, sgrt., sgrt.,	£210 10
£280 10	with Watsonian Avon Sports on V.G.21 chassis	
£280 10	Watsonian, '53, 500 c.c. O.H.V. Moss, dual seat, alarm	£210 10
£280 10	B.A. '54, 350 c.c. O.H.V. Model 16MS, dual seat, alarm	£210 10
£280 10	B.A. '57, 250 c.c. O.H.V. Model C.12, alarm. As new	£210 10
£280 10	Douglas, '57, 350 c.c. O.H.V. Dragonfly Twin, alarm. Ex.	£210 10
£280 10	A.L.S. '57, 150 c.c. Prima Scooter, self starter. As new	£210 10
£280 10	A.L.S. '53, 350 c.c. O.H.V. Model 16MS, diesel, alarm	£210 10
£280 10	Triumph, '53, 500 c.c. O.H.V. Speed Twin, alarm. Ex.	£210 10
£280 10	B.A. '56, 650 c.c. O.H.V. Golden Flash, sgrt., V. ch.	£210 10
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Cash Price	COMBINATIONS	Cash Price
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£280 10	Avon Sports s/clear on V.G.21 chassis	
£280 10	Triumph, '53, 500 c.c. O.H.V. Speed Twin, sprung hub,	£210 10
£280 10	with Watsonian Avon Sports on V.G.21 chassis	
£280 10	B.A. '51, 600 c.c. S.V. M.21 de luxe, springer, with	£210 10
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ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

ARIEL Mk. II 1000, solo or sports combination.—Barker, 49, Norwood St., Hull, Yorks. [7345]

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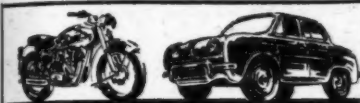
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**CLAUDE RYE**—Immediate delivery new Diana; choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (C1105/R)

**PUTNEY AUTOS, Ltd.**, main agents for your new Diana; terms, exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1188. E.C. Thurs., 1 p.m. (C1138/R)

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**GEORGE GROSE**, area distributors; h.p.—Ladgate Circus, London, E.C.4. Con. 5561. (C1089/R)

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**G.H. CYCLES**, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. (0093)

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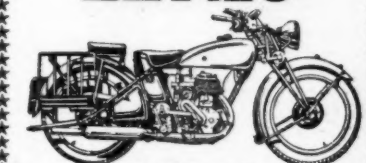
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## Norton

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- Smiths 80 m.p.h. speedo.
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#### VERY LOW MILEAGE MODELS

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I have for exchange a 19..... c.c.

MAKE..... MODEL.....

For which I must have.....

NAME.....

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NEW models in stock.

FREE tax and insurance with second-hand motor cycles.  
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N. LONDON.—Tele Autos, Francis-Barnett main agents.—58, High St., Waltham Cross. [0127/R]

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, W.3. She. 5355. [C1128/R]

ELEANOR MOTORS for Francis-Barnett; terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 334. [0236]

LITTLEJOHN'S.—Main dealer; machines, spares; L terms, exchanges.—2, Ruislip Rd., Greenford, W.10. 3255. [0527/R]

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### FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Bri. 2838. [S1174/R]

KAYS OF EALING, Ltd., Francis-Barnett spare parts stockists. Trade supplied, quotations or c.o.d. by return.—9-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

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1954 Indian Brave 250cc, swinging arm suspension, a very nice little bike; 69gns.—Colin Bulmer, 14, Ansell Rd. (side G.P.O.), Dorking. [7539]

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1956 LDB 150cc, many extras, choice of 12 from £125.

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1955 125cc LD, excellent order; £79/10.

THREE month's written guarantee all used machines, every new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acton 5031-2. [C1121]

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KING'S OF OXFORD, New Rd., Oxford. [C1171]

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NORTH London.—Tele Autos for James sales and service.—18, Turnpike Lane, N.8. [0123/R]

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 323. [0371/R]

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, London W.3. She. 5355. [C1128/R]

SLOCUMBE OF NEASDEN!!! for your new James; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

FRED WARNELL for your new James, most models in stock, for immediate delivery, order now for Easter; terms and exchanges welcomed.

FRED WARNELL, 41-48, Chingford Mount Rd., E.4, Larkwood 7350. [C1195]

BOB KEELER, Ltd., offer all James models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [0192/R]

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79 gns.—James, 1956, 197cc competition model, swing-arm, one careful owner, tree tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1174]

KING'S OF OXFORD for sure 1958 James models, immediate delivery 10 minutes personal visit or 24 hours post; cars, motor cycles or 3-wheelers; part exchange, no fuss or humbug; easiest friendly terms; you must get details now and enjoy life.—King's, New Rd., Oxford. [C1171]

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1957 125cc LDB Mark III, low mileage, screen pillion, spare wheel; £129/10.

1956 LDB 150cc, many extras, choice of 12 from £125.

1955 LD 150, many extras, choice of 12 from £89/10.

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THREE month's written guarantee all used machines, every new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acton 5031-2. [C1121]

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B.S.A. '52/3, 125 D1 Bantam, spg, d.s.t.	845
B.S.A. '54, 120 D1 Bantam, spg, d.s.t., Bargain.	840
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100

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B.S.A., '60, 125 Bantam, teles., bargain.	828
B.S.A., '52, 125 t/a. Bantam, teles., apgr.	827
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B.S.A., '54, 125 t/a. Bantam, teles., apgr.	828
B.S.A., '54, 125 t/a. Bantam, teles., apgr.	828
B.S.A., '55, 125 t/a. Bantam, teles., springer, dual seat.	830
B.S.A., '56, 125 cc. Bantam Major, teles., apgr. &2.	830
ATLANTA, '54, 250 cc. Villiers Twin teles., apgr.	870
D.W.W., '55, 225 Villiers, teles., &2. arm, dual seat.	870
EXCELSIOR, '54, 99 cc. Super Autobrick, 2 speed.	825
EXCELSIOR, '54, 230 cc. Villiers Castrol, teles., apgr.	825
EXCELSIOR, '54, 230 cc. Villiers Castrol, teles., apgr.	825
P.-BARRETT, '55, 150 Villiers, Kestral, teles., &2.	862
KEITLER, '57, 49 cc. Model J50 Moped. As new.	1020
197 Villiers Castrol, teles., alarm, dist.	1115
LAMBERTA, '54, 125 t/a. LD de luxe Scooter, extras.	800
LAMBERTA, '54, 125 Mark III Scooter.	1115
N.S.U., '55, 48 cc. Quicksly Moped.	820
N.S.U., '56, 48 cc. Quicksly Moped.	820
NORMAN, '58/59, 197 Villiers Model B.	850

<b>PANTHER</b> , '56, 197 t/s. Villiers Model 10/3, teles., s/arm	<b>\$79 10</b>
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PANTHER.	'56/97	1/3. Villiers Model 10/3, teles., s/arm	\$79.10
PIATTL.	'57.	125 cc. luxe Scooter, s/arm.	\$83.10
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TRIPTR.	'57/78.	125 Scooter. New, aboriginal.	\$119.10
TRIUMPH.	'55.	150 cc. 3 cc. Terrier, teles. apgr.	\$80.10
TRIUMPH.	'56.	200 cc. luxe Trip Cub, teles., springer.	\$85.10
VESPA.	'55.	125 cc. luxe Scooter, d/sent, etc.	\$79.10
VESPA.	'56.	125 Model 45L, d/s. Scooter, extras.	\$89.10

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## MAICO

**CELTIC MOTORS, Ltd.**, for your new Maico Typhoon 400cc twin, immediate delivery, all colours.  
**TERMS** and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandye 5651. [C1055]

**RON MCKENZIE**, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1086]

**GODFREYS, Ltd.**—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

**CLAUDE RYE**—Immediate delivery new Maicos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1015/R]

**EARLY** deliveries of these models are usually possible if you order now through Nick Lancaster, 53, Whitgate Drive, Blackpool. Tel. 24720. [C1047]

**SLOCUMBS OF NEASDEN!!!** for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

**CELTIC MOTORS, Ltd.**, for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available. [C1028/R]

**TERMS** and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandye 5651.

**THE** north eastern's largest distributors; we can definitely give immediate delivery 250 and 277 Maicoletta, Malcomobi and 400 Talfun motor cycle.—Ken Blakely, 58, Anlaby Rd., Hull 16400. [C1028/R]

**GLANFIELD LAWRENCE OF FINCHLEY** offer with 15 months' written guarantee: 1957 Maicoletta 250cc 4-stroke, only 2,600 miles, absolutely as new, £189; also new Maicoletta 250 and 277cc and Malcomobi for immediate delivery; h.p. terms and part exchanges.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

## MATCHLESS

**MATCHLESS MOTOR CYCLES**, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [C1018/R]

**ROWLAND SMITH'S** for Matchless.  
**ALL** models supplied; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

**GLANFIELD LAWRENCE OF FINCHLEY** offer:—1957 Matchless G11 600cc twin, immaculate; £245. [C1052/R]

**ALSO** immediate delivery of new 1958 G3Ls, G80S, G82S and G11. [C1052/R]

**H.P.** terms and part exchanges.  
**407**—419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

**MATTHEWS OF STOCKWELL, Ltd.**, 55, Stockwell Rd., S.W.9. [C1052/R]

**1956** Matchless G9 twin springer, little used, immaculate; £179. [C1052/R]

**1955** 500 twin springer, works, excellent; £159. [C1052/R]

**1955** G3L 350 springer; £149. [C1052/R]

**1953** Matchless G3L 350; £129. [C1052/R]

**1950** Matchless 500 springer; £95. [C1052/R]

**1948** Matchless 350 G3L, good condition; £39. [C1052/R]

**TERMS**, exchanges.—Brixton 6555. [C1122]

**OSGOOD & COATES, Ltd.**, Matchless main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094]

**ARCHER OF ALDERSHOT** for Matchless, etc., spares and service.—Victoria Rd. Tel. 323. [C1036/R]

**SLOCUMBS OF NEASDEN!!!** for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

**BOR KEELER, Ltd.**, offer all Matchless models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [C1015/R]

**HARRY NASH**—12½% off brand new 1957 models; 1956 G80S 500, one careful owner, £165.—391, King St., Hammersmith. V.6. Riv. 2837-8. [C1091]

**PUNEY AUTOS** for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1156. [C1136/R]

**WHITBYS OF ACTON**—New models in stock; exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showrooms); She. 6785 (Spares). [C1128/R]

**1955** Matchless G3L 350cc, excellent condition with panniers and lock-up Motomac cover; £138.—Bridge, 8, Paget Terrace, Herbert Rd., S.E.18. [C1128/R]

**KING'S OF OXFORD**—Your 1958 Matchless, the easy, friendly, trouble-free King's way; delivery 10 minutes visit or 24 hours post, any motor cycle, car or three-wheeler part exchange, backed by really enthusiastic friendly national service; it's a jolly good deal at King's, New Rd., Oxford. [C1171]

## MATCHLESS WANTED

**R** **ROWLAND SMITH'S**, the Matchless buyers.—Hamptstead High St., London, N.W.3. Ham. 6041. [C1114/R]

**600** twin wanted for cash.—Phillips, 275, Acton High St., W.3. [C1019/R]

**GOOD** Matchless twin wanted.—160, Northolt Rd., S. Harrow. Byron 6022. [C1013/R]

**GEORGE CLARKE** pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1019/R]

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348 c.c. Model 50 o.h.v.	£236	8	0
490 c.c. E52 o.h.v.	£242	12	9
497 c.c. 88 o.h.v. Twin	£283	16	2
596 c.c. 195 o.h.v.	£254	9	10
597 c.c. 99 o.h.v. Twin	£293	3	3
597 c.c. 77 Twin s/c spec.	£276	6	5

## ARIEL

197 c.c. LH Colt o.h.v.	£155	10	9
347 c.c. NH Hunter single o.h.v.	£230	15	9
347 HT3 (Trials)	£243	5	3
497 c.c. VH Hunter single o.h.v.	£237	0	6
497 HT5 (Trials)	£243	5	3
598 c.c. VB s.v.	£222	1	1
497 c.c. FH Huntmaster Twin	£264	19	4
997 c.c. 4G Square 4	£336	16	6

## AMBASSADOR

148 c.c. Popular 3 speed	£124	15	0
148 Popular 4 speed	£130	19	9
197 c.c. Envoy 3 speed	£153	8	10
197 Envoy 4 speed	£159	13	7
250 Supreme, black, Twin	£193	7	3

## B.S.A.

123 c.c. D1 Bantam t.s.	£102	5	11
148 c.c. D3 Bantam Major t.s.	£113	10	6
249 c.c. C10L s.v.	£145	6	9
250 c.c. C12 o.h.v. 4 speed	£165	5	11
348 c.c. B31 o.h.v., green finish	£229	10	10
499 c.c. B33 o.h.v., gunmetal grey	£236	8	1
497 c.c. A7 o.h.v. Twin	£257	12	5
A7 Shooting Star o.h.v. Twin	£245	14	5
591 c.c. M21 s.v.	£198	7	1
646 c.c. A10 Golden Flash o.h.v. Twin	£261	19	6
A10 Road Rocket o.h.v. Twin	£283	3	8

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197 c.c. 20D Fleetstar t.s.	£172	3	1
207A Scottish Trials t.s.	£175	17	11
205A Hawkstone Scrambler t.s.	£170	18	2
249 c.c. 25D Fleetwing Twin t.s.	£217	1	4
200 c.c. 205A Hawkstone Special t.s.	£189	12	5
250 c.c. 25TA Scottish Trials t.s.	£224	11	0
250 c.c. 225A Hawkstone Scrambler t.s.	£212	1	6

## TRIUMPH

199 c.c. Tiger Cub o.h.v.	£149	14	0
Tiger Cub o.h.v. (Comp.)	£155	18	9
Trophy 500 c.c. Twin	£274	9	0
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Trophy 650 c.c. Twin	£280	13	9
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**JOE FRANCIS MOTORS, Ltd.**—100% Matchless spares. C.O.D. and exchange service.

**340** Footscray Rd., New Eltham, S.E.9. Eltham, 1973. [C10176]

**CLAUDE RYE, Ltd.**—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**CLAUDE RYE, Ltd.**—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**GUS KUHN**—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [C1035/R]

**ELITE MOTORS (TOOTING), Ltd.**, 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of Matchless spares. Call or sent C.O.D. [C1169/R]

**KAYS OF EALING, Ltd.**, Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [C1075/R]

**PUNEY AUTOS**—Genuine spares for post-war models air genuine Burman gear box spares. 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [C1138/R]

**C.O.D.** and service units, £10.000 spares in stock.—Rapid 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895 and 259-269, Haydens Rd., Wimbledon, S.W.19. Cherrywood 3202-4. [C1162/R]

**GODFREYS, Ltd.**—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641.—208-210, Great Portland St., W.1. Eua. 4632-4. 418, Romford Rd., Forest Gate, E.7. Eua. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham. Sta. 5656. [C1052/R]

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**ZIGOLO 98cc** in stock; £109/19/6; terms.—K.V.P. Motors, Ltd., Central Park, Gunnersbury Lane, W.3. Acton 6005. [C1068/R]

**PRIDE & CLARKE**, main agents 98cc Zigolo super sports; £109/19/6; ¼ deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

## M.V.

**MV DISTRIBUTORS, Ltd.**, Regent House 235, Regent St., London, W.1. [C1084/R]

**COMERFORDS** for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). [C1006]

## NORMAN SPARE PARTS

**YOUNG'S**—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

## NORTON

**NORTON MOTORS, Ltd.**, Bracebridge St., Birmingham. 3,000 miles only, almost new; choice of 2. [C091/R]

**ROWLAND SMITH'S** for Norton. [C1052/R]

**NEW** models in stock.

**FREE** tax and insurance with secondhand motor cycles.

**210** cc.—Norton twin, August 1956, 600cc model 99, 3,000 miles only, almost new; choice of 2.

**185** cc.—Norton 1958, 348cc ohv model 50, dual seat, windshield, 1,939 miles only, almost brand new.

**155** cc.—Norton twin, May 1954, 497cc 88, swinging arm, very carefully used, exceptional; choice of 2.

**95** cc.—Norton, August 1951, 600cc combination, Watsonian child/adult snoon; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

**GLANFIELD LAWRENCE OF FINCHLEY** offer:—1956 Norton 198 600cc ohv, swinging arm, with Swallow double-adult sidcar; an ideal family outfit; £249. [C1066/R]

**ALSO** immediate delivery of new 1958 99 Dominator. [C1052/R]

**H.P.** terms and part exchanges.

**407**—419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

**ARCHER OF ALDERSHOT** for Norton, etc., spares and service.—Victoria Rd. Tel. 323. [C1036/R]

**ELEANOR MOTORS** for Norton, terms, exchanges. 255, Mare St., Hackney, E.8. Amherst 515. [C1015]

**COMERFORDS** for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. [C1006]

**ERIC KENNARD & Co.**, can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [C091/R]

**1949** Norton 500 with Watsonian C/A sidcar, an ideal family snip at 650s.—Colin Bulmer, Ltd., Ansell Rd. (side G.P.O.), Dorking. [C1040]

**SLOCUMBS OF NEASDEN!!!** for your new Norton; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

**FRED WARNELL** for your new Norton, most models in stock, for immediate delivery, order now for Easter; terms and exchanges welcome. [C1066/R]

**FRED WARNELL**, 41-45, Chingford Mount Rd., E.4, Larkwood 7330. [C1198]

**BOB KEELER, Ltd.**, offer all Norton models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [C1015/R]

## NORTON

**PUTNEY AUTOS** for your new Norton; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1156. [C1138/R]

**WHITBYS OF ACTON**—New models in stock, exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1129/R]

**1955 Norton** Dom. 88, July regd., good condn., £160.—Call any evening after 6 p.m., all Sunday.—W. Langley, 239, Eden Park Ave., Beckenham, Kent. [7342]

**HARRY NASH**—12½% off brand new 1957 models, all 1958 models in stock, exchange cars, cycles, tax, insurance, all on 24 months' hire purchase.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

**KING'S OF OXFORD** ensure friendliest deal, easiest terms, your 1958 Norton models, immediate delivery 10 minutes visit, 24 hours post, any motor cycle, car or three-wheeler part exchange, backed by real national service, you always win at King's, New Rd., Oxford. [C1171]

## NORTON WANTED

**R ROWLAND SMITH'S**, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**SMITH'S**, 66, Chalk Farm Rd., N.W.1, want Nortons.—Gul. 2767. [C1089/R]

**88 or 99 wanted**, reasonable price.—4, Bell Close, Pinner. Letters only. [W1013]

**GEORGE CLARKE** pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

## NORTON SPARE PARTS

**C.O.D.** by return post c.o.d.

**ALL Norton gear box spares.**

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**JOE FRANCIS MOTORS, Ltd.**, 340, Footscray Rd., New Eltham, S.E.9. [0156/R]

**C.O.D.**—Tel. Eltham 1373, c.o.d.

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**CLAUDE RYE, Ltd.**, Norton specialists.—Comprehensive range, immediate c.o.d.—985-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

**H. L. DANIELL**, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.25. For. 5895. [0203/R]

**GODFREYS, Ltd.** Norton spares stockists: c.o.d.—226-234, London Rd., Croydon, Cro. 5641; and 220, Barking Rd., E.6. Gra. 8098. [S1052/R]

**CLAUDE RYE, Ltd.**—Large stocks of spares for pre-war and ex-W.D. models; list free.—985-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

**KAYS OF EALING, Ltd.** Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St. Ealing, W.5. Eal. 2387. [S1075/R]

**GUS KUHN MOTORS** invite you to try us for your genuine Norton sp-w parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service [0132/R]

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**£2/10**—Norton tanks, stored, lined, originality guaranteed; tank reconditioning, 1,000 service tanks.—Malcolms (Enamellers), Monmore Green, Wolverhampton. [7283]

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**HUMPHREYS, N.S.U.** Distributors for North London. Immediate delivery. Super Max, Prima Scooter and Quickly; full range of Quickly and Prima spares, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 5329 Sales and Euston 6535 Spares. [C1058/R]

**ELEANOR MOTORS** for N.S.U., terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [0235]

**WHITBYS**—Grand display N.S.U., Prima and Quickly.—273, Acton Vale, London, W.3. She. 5355. [C1129/R]

**CLAUDE RYE**—Immediate delivery new 5 Star Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**SLOOMBOES OF NEASDEN!!!** for your new N.S.U.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

## PANTHER

**ROWLAND SMITH'S** for Panther.

**NEW models in stock**; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**GEORGE CLARKE (MOTORS), Ltd.**, the Panther specialists, for new and used models.—275, High St., Acton, W.3. Acorn 6543. [C1018/R]

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**RAPID MOTORS**—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydens Rd., Wembley, S.W.19. Che. 3202-3, and 70-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0993. [C1162/R]

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## PANTHER WANTED

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**ROWLAND SMITH'S** the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

## PANTHER SPARE PARTS

**GEORGE CLARKE, Ltd.** largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2, Tulse Hill 3211. [S1019/R]

**PANTHER spares**, c.o.d. by return, nearest agent to Panther works.—Newton Motors, 397, Manchester Rd., Bradford 29719. [7197]

**JOLLY & KNOTT**, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loampit Hill, Lewisham, S.E.13. Tideway 4261. [S1065/R]

**C.O.D.** 24 hours service, largest spares stockist in Great Britain, this is fact, not fiction; exchange units in stock.—Rapids, 259-269, Haydens Rd., Wembley, S.W.19. Cherrywood 3202-3. [S1162/R]

## PHENIX

**ROWLAND SMITH'S** for Phenix.

**NEW** and demonstration models in stock; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. 6041. [C1114]

**G.H. CYCLES**, Harrow Weald, 429, High Rd., Harrow 6858. Phenix main dealers. [0119]

## PIATTI

**PIATTI**—Loxhams Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. [0049/R]

**RENNO'S**—Standard and de luxe models, immediate delivery; 12-18-24 months self-financed terms. **RENNO'S**—Sept. 1957 Piatti scooter de luxe, 2,000 miles only, windscreen, carrier, spare wheel; bargain 99gns.—217, Hornsey Rd., London, N.7. Aer. 5368. [01164]

**MEETEN'S**, Shannon Corner, New Malden, for immediate delivery of the real value-for-money H.P.—Tel. Malden 3110. [C1292]

## PARILLA

**105gns.**—Parilla, October 1956, 153cc Greyhound scooter, swinging arm, 4-speeds, dual seat, windshield, one careful owner, very small mileage; free tax and insurance; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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## PUGH

**FOR** Pugh scooters and motor cycles.—Write for the name and address of your nearest dealer to—**SOLE** Concessionaires for the British Isles.—Ryder's Autoservice, 215-217, Knowlsey Rd., Bootle, Liverpool, 20. [0531/R]

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**ERIC OLIVER** offers immaculate 1956 350cc B.S.A. Gold Star in Clubmans trim, rev-counter, etc.; £295; part exchange and hire purchase welcomed.—99, London Rd., Staines, Tel. 5733. [C1022]

**250gns.**—B.S.A. March 1957 500cc Gold Star Clubman, many extras, practically new, today's price about £320, free tax and insurance; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**WORLD** champions Ove Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotax speedway machines manufactured by us; largest stockists of J.A.P. racing engines and spares in G.B.; retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1008, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1026/R]

## RACING MOTOR CYCLES SPARE PARTS

**GODFREY, Ltd.**—B.S.A. special spares for trial and competition machines.—418, Romford Rd., E.7. Gra. 1234-5. [S1052/R]

**H. L. DANIELL**, the Norton expert, for Manx Norton spares service; c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.25. For. 5895. [C1105/R]

**O'NEILL BROS., Ltd.** of Hendon, for Amal racing carburettor service; jets, needles, slides and spares for R.N. GP. and T.T. carburettors.—270, West Hendon Broadway, N.W.9. Tel. Hendon 8623. [S1179]

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**E. S. MOTORS, Ltd.**, 325, High Rd., W.4. Chl. 6368. [C1081]

**HAYEN, Ltd.** main agents, part exchanges, term service and repairs.—162, High Rd., Ilford 0361. [0641]

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1949 NORTON 500 c.c. 19H, teles., dual seat, fitted Buntar saloon sidecar on genuine Norton chassis.	89
1961 B.S.A. 500 c.c. A7 twin, spring frame, dual seat, leg shields, fitted Watsonian Maxstoke 2-seater sidecar on V021 chassis. A really well kept outfit that must satisfy.	159
1949 ARIEL 1,000 c.c. 8g, 4. inch, fitted large C/A saloon sidecar on Greeves chassis. A powerful family outfit. Special offer.	99
1949 B.S.A. 500 c.c. M20, teles., fully equipped, fitted large C/A saloon sidecar on heavyweight chassis. An immaculate outfit.	99
1967 BELLA 200 c.c. 4-speed, electric starter, very low mileage, fitted Surrey saloon sidecar. Immaculate black and chrome finish throughout.	215
1966 ROYAL ENFIELD 700 c.c. Meteor Super, 8/A, special sidecar specification, maroon and gold finish, fitted matching large Maxstoke 2-seater sidecar. An immaculate outfit.	249
1963 JAMES 225 c.c. 8/A, dual seat, maroon and silver, fitted Watsonian Windsor sidecar with full all-weather equipment.	119
1960 ARIEL 500 c.c. Red Hunter twin, handlebar screen, fitted Watsonian Ascot saloon sidecar on V021 chassis. A most attractive outfit.	149
1947 NORTON 500 c.c. Model 18, teles., fitted large C/A saloon sidecar on heavyweight chassis.	119
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1954 NORMAN 49 c.c. Nippy, completely equipped with speedo, extremely low mileage, as new throughout.	39
1958 H.A.U. Quickly 49 c.c. Moped, fitted leg shields, speedo, most attractive.	39
1957 HENKEZ Perle, quality moped, completely equipped, special opportunity.	35
1957 A.J.S. 350 c.c. 14M6, 8/A, dual seat, very low mileage, special offer.	179
1957 ARIEL 500 c.c. Red Hunter, 8/A, dual seat, above average condition.	139
1954 TRIUMPH 550 c.c. T110, dual seat, 8/A, carrier, genuine opportunity.	159
1954 B.S.A. 350 c.c. B31, spring frame, dual seat, leg shields, maroon and chrome finish throughout.	102
1955 EXCELSIOR 250 c.c. Tulsiman twin, 8/A, dual seat, low mileage, immaculate, black and chrome.	99
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1955	197cc Dot scrambler, Earles type front fork, s/a suspension, a hot little outfit for £89.
1955	Triumph T110, immaculate condition, spot on mechanically; £169.
1952	Norton Big Four and Watsonian Maxstoke sidecar, ideal family outfit, fully equipped, amazing value; £49.
1957	Norton 99, 1700 miles only, many extras, super snip; £239.
1956	Triumph Speed Twin, screen, year's tax, genuine bargain; £189.
1955	(reg. 1956) 350cc Ariel Red Hunter, s/a suspension, immaculate condition; £149.
1953	Norton Big Four and Watsonian Maxstoke sidecar, ideal family outfit, fully equipped; £149.
1956	Triumph Tiger Cub, genuine low mileage, fully equipped; £99.
1955	200cc Ariel Colt, good tyres, spot-on mechanically, super snip; £89.
1948	350cc Douglas, torsion bar springing, fully equipped, unrepentable value; £49.
1938	350cc O.K. Supreme, good runner; £19.

CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone 1921/246. Part exchanges a speciality on both motor cycles and cars. [C1154]

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1952	Triumph Tiger 100, fitted sprung hub; £110.
1952	Norton Dominator; £95
1951	Matchless twin G9, sw. arm; £90.
1956	Bantam Major springer, immaculate; £75.
1950	Bantam 125 springer; £39.
1952	Douglas 350 twin, sw. arm; £55.
1953	250 B.S.A. C11 springer; £59/10.

COMBINATIONS:-

1955	B.S.A. 650 Flash with Matching Avon s/a sidecar sports on Pathfinder chassis; £185.
1947	reconditioned Ariel Square Four, c/a sidecar; £79/10
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1955 Francis-Barnett 197cc Falcon; £85.

1956 B.S.A. 150cc model DC; £79/10.

1954 N.S.U.-Vincent 98cc Fox; £55.

1954 Panther 250cc; s/a; £85.

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1957 ARIEL 500 c.c. KH s/a, d/seat, enc. r/chin, 4,900 miles, one owner.	£206
1957 ARIEL 650 c.c. FH s/a, d/seat, enc. r/chin, 7,616 miles, one owner.	£216
1956 ARIEL 650 c.c. FH s/a, d/seat, enc. r/chin, 4,900 miles, one owner.	£238
1955 A.J.S. 350 c.c. 163H s/a, d/seat, carrier, full width hubs, taxed.	£147
1953 A.J.S. 500 c.c. 188, s/a, d/seat, panniers, one owner, exceptional.	£128
1957 B.S.A. 70 c.c. Dandy, panniers, one owner, low mileage, two-speed.	£57
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1957 F.BARNETT 225 c.c. Cruiser, s/a, d/seat, 8,241 miles, one owner.	£135
1957 F.BARNETT 250 c.c. Cruiser 80, s/a, d/seat, 7,444 miles, one owner.	£144
1957 JAMES 98 c.c. Comet, s/a, d/seat, full width hubs, one owner.	£49
1955 LAMBRETTA 150 c.c. LD, pillon, taxed year, choice of 10 from.	£98
1957 MATCHLESS 600 c.c. G11 s/a, d/seat, one owner, 6,921 miles.	£224
1956 NORTON 500 c.c. 84, s/a, Avon screen, low mileage, also 1957 model.	£198
1957 NORTON 500 c.c. 99 s/a, Avon screen, 1/2shield, panniers, also 1957 model.	£219
1956 NORTON 500 c.c. International, Mant. features, 5,117 miles, reg. 1957.	£248
1956 PANTHER 350 c.c. s/a, 4,114 miles, screen, one owner, reg. May 1957.	£149
1956 TRIUMPH 200 c.c. Cub spgr., d/seat, panniers, choice of 5 from.	£98
1957 TRIUMPH 200 c.c. Cub s/a, d/seat, 2,091 miles, choice of 3 from.	£129
1956 TRIUMPH 350 c.c. T110, s/a, d/seat, c/b, choice of 3 from.	£192
1957 TRIUMPH 500 c.c. T100 s/a, 1,420 miles, as brand new.	£238
1957 TRIUMPH 650 c.c. T110, blue/green, 6,470 miles, immaculate.	£242
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- 1952 Norton Big 4 600cc sv, fitted Watsonian Maxstoke s/car; £149/10.
- 1953 Triumph 6T 650cc twin, spring hub, d/seat, fitted Watsonian Maxstoke s/car, excellent condition; £169/10.
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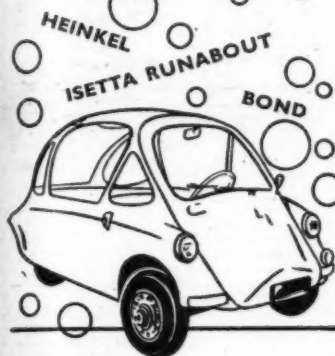
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**WALLY HAINSBY**, 293, West End Lane, N.W.6. Tel. SW1, Ott. 2895; h.p. terms, one-third deposit, balance 12-24 months; part exchange welcomed.  
—1949 Excelsior 197cc in working order (cash only), £12.  
—1948 B.S.A. 250ohv, dual seat, etc., clean and reliable, £37.  
—1953 B.S.A. C10L 250cc sv springer, dual seat, panniers, etc., £75.  
—1955 Bantam Major 150cc, really smart machine, £79.  
—1955 Vespa with extras, £79.  
—1954 Lambretta 125 LD, many extras, 2-tone colour, £89.  
—1955 Lambretta 150 LD, recon'd, engine, screen, carrier, etc., £109.  
—1955 Lambretta 150 LD, perfect throughout, £119.  
—1954 A.J.S. 350, s/r, new mains, bore, etc., must be run in; showroom appearance, £129.  
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**FISHERS OF ACTON** offer from their ever-changing summer stock the following bargains, one-third deposit, balance 12, 18 or 24 months.  
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**1950** Ariel 600 sv, child/adult saloon sidcar; £89/10.  
**1947** Ariel 1,000 "C" Square Four, child/adult saloon sidcar; £95.  
**1938** Ariel 1,000 Square Four, large full-door child-adult saloon sidcar; £69/10.  
**1950** Panther 600, Swallow double-adult saloon on Velvet chassis, full-door; £129/10.  
**1949** Panther 600, child-adult saloon sidcar; £89/10.  
**1953** B.S.A. A7 500cc twin, springer, child-adult saloon, whole outfit in matching colour; £149/10.  
**1948** B.S.A. A7 500cc, child-adult saloon sidcar; £69/10.  
**1948** Royal Enfield J2 500cc, single-seater saloon, sound outfit; £59/10.  
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**1955** Triumph 110 650cc, swinging arm; £165.  
**1949** Triumph Tiger 100, sprung hub, nacelle headlamp; £69/10.  
**1947** Triumph 5T 500cc twin, many extras; £49/10.  
**1950** B.S.A. B33 500cc, springer; £55.  
**1953** B.S.A. Bantam, springer, 125cc; £49/10.  
**1951** B.S.A. Bantam, springer, 125cc; £39/10.

SEND for our free list; we are Mail Order Specialists.

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**CARS**, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086]

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**C**OMERFORDS.—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bon, Reliant; m/c's taken in exchange.—Fortsmouth Rd., Thames Ditton, Emmerbrook 5531. [C1006]

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'57 B.S.A. 150 c.c. Bantam Major de Luxe.....	£99
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'56 B.S.A. 250 c.c. C.12.....	£129
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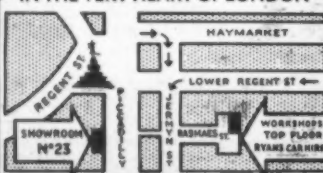
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GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

1955 A.C. Petite 350 saloon, grey, £215/10; 1956 model, red, £239/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2, Tul. 3211. [C1019]

325 cns.—A.C. Petite, June 1957, 353cc de-luxe, electric starter, spare wheel, 1,968 miles, cost well over £400; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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## A.C. PETITE WANTED

GEORGE CLARKE pay most.—276, Brixton Hill, S.W.2. Tul. Hill 3211. [W1019]

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—699, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N. &amp; E. London; immediate delivery from 28-32, Highbury Corner, N.5. Tel. Nor. 2791. [C1191/R]

GLANFIELD LAWRENCE OF FINCHLEY offer 1957 Berkeley sports car, only 800 miles, used for demonstrations only, new price £575; our price £475; also new models for immediate delivery; h.p. and part exchanges.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

## B.M.W. ISETTA

CLAUDE RYE, Ltd., for your new B.M.W. Isotta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITBYS OF ACTON.—Immediate delivery new Isotta; h.p. exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1129/R]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., immediate delivery from 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [C1191/R]

1957 B.M.W. Isotta, duo-tone red and cream, as new; £539/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019]

GODFREYS, Ltd., immediate delivery Isotta Runabouts; demonstration; terms, exchanges, all depots, including Leytonstone.—See display advertisement. [C1052/R]

GLANFIELD LAWRENCE OF FINCHLEY offer immediate delivery of the new Isotta in choice of colours; demonstrations arranged; h.p. terms and part exchanges.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

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BIRMINGHAM Distributors.—County Cycle &amp; Motor Co., 265-6, Broad St. Exchanges welcomed, all spare. [C1024/R]

GODFREYS, Ltd., for Bond Minicar three-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R]

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Fritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R]

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

£219/10.—1955-6 197 4-seater family saloon, blue; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019]

COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531. (6 lines). [C1006]

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New Stock:—A.C., Bond, Coronet, Gordon, Heinkel, Isotta, Messerschmitt, Reliant, Unicar. Come and see the new BOND—Mark E

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1958 EXCELSIOR 98 cc. 2-speed, new speedo, new spec.	£225
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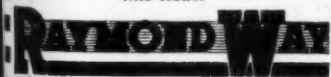
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1948 TRIUMPH 1800 Roadster. H/Top	349
1948 HILLMAN Minx Phase II sal. Al.	299

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HUMMING BIRD MOTOR CYCLES. Hertfordshire 3-wheeler specialists, for your new Bond; immediate delivery Mark D and Mark E; easy terms and part exchanges.—39, London Rd., St. Albans. Tel. 54474. [C1045

BOND MINICARS, Lancashire's largest distributors. New and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0523/R

## BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Bond Minicar buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R

BOND Mini wanted: cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 100. [W1068

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

## CORONET

BLUE STAR GARAGES, Ltd., sole distributors. Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3460. [0038/R

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R

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SOLE concessionaires for U.K.—Goggomobil, Ltd., 95, 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [0111

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

1957 Goggomobil, as new, many extras: £339/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Send, Surrey. Ripley 3122. [0514

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1956-7 197 family saloon, blue and grey, bargain; £189/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

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NOBLE MOTORS, sole concessionaires for Great Britain, U.S.A., Canada and South Africa.—Morris House, 1, Jermyn St., S.W.1. Tra. 1761-2-3. [0172

SLOCUMBES, Ltd.

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WHITBY OF ACTON—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Va's, London, W.3. She. 5355. [C1028

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots include Bushwood Corner, E.11. See display advts. [C1052/R

CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

## HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—276, Brixton Hill S.W.2. Tul. 3211. [W1019

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

## MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0022/R

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advts. [C1052/R

COMERFORDS for Messerschmitts, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

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**CLAUDE RYE, Ltd.**, for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C105/R]

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**ARTHUR TAYLOR**, Reliant trials driver, the 20 years' experience thrown in. For full particulars contact

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**GLANFIELD LAWRENCE (HIGHBURY), Ltd.**, Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily. Monday to Saturday.) [C1191/R]

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A unique coat made from Gannex patent material, eliminating condensation. 100% weatherproof. Navy blue, olive green, fawn. Available only at Pride & Clarke at this special price of (Usual price £16.10.0)

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type with out-  
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Used, Tested,  
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**80/-**  
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Lucas, used  
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Chrome plated  
with adjust-  
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4 1/2 in. diameter.  
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Lucas and  
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used, tested,  
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rotation.  
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[S1075/R]

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[M1128/R]

MUNDAYS, London's leading sidecar specialists and  
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[M1139/R]

PRIDE & CLARKE.—100 new sidecars; large selec-  
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page 43—156, Stockwell Rd., S.W.9. Brixton 6251.  
[M1098/R]

NEW Canterbury Swallow and Watsonian in stock;  
terms, cash or C.O.D. 7 week delivery.  
Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3.  
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[M1057/R]

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Acton Underground. [M1005]

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**DOUGLAS**—"Summerville", 3, Mona Terrace, garage, h. & c.; full board or T.B.B. Tel. 3797. [7026]

**DOUGLAS**—"7, Dalton St.; t.b.b., 12/6; reduced June, Sept., T.T. accommodation; 5 mins. prom.—Shimlin. [7313]

**GREGSON**, b.b., high tea 13/6, children according to age; full board Sunday 16/-; recommended; h. & c. throughout.—20, Peel Rd., Douglas. [7313]

**DOUGLAS**—"The Lorne", 14, Hutchinson St., Spring Interiors, h. & c.; full board; 25/12/6; t.b.b. 24/11.—Kelly, Tel. 475. [7281]

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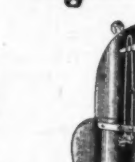
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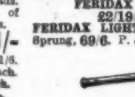
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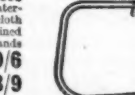
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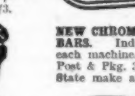
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complete  
2/2.9/-

17/6



for Shop and Tail  
Lamp with Number  
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Lamp with Number  
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complete  
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for Shop and Tail  
Lamp with Number  
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complete  
2/2.9/-

17/6



for Shop and Tail  
Lamp with Number  
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### HOTELS AND ACCOMMODATION

I.O.W.—Roselle, Private Hotel, Atherley Rd., Shanklin; motor cyclists welcomed; Easter terms, 14/6 p.d. t.b.b.; h. & c. all rooms, games room.—Tel. 2743. (7284)

DOUGLAS—"Antrim," Central Promenade, Tel. 368, fully licensed, moderate terms, all front bedrooms, first-class catering, service, mid-day dinner.—Reading. (7172)

DOUGLAS—"Rothesay" (licensed), Loch prom. (Tel. 274), 40 bedrooms, h. & c. and interior springs, TV lounge, from 20/-.—Brochure, H. Stanley. (7071)

DOUGLAS—Bradda Hotel, Empire Terrace; minute Centre Prom.; sunny seaview bedrooms; excellent cuisine; full board from 18/6; write now; brochure.—Tel. Douglas 51. (7309)

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DOUGLAS—Hotel Marlborough, Central Prom. (Tel. 1954); licensed; lift (no back bedrooms); evening dinner; season terms from 22/6; reduced conferences and May, June, Sept.; noted cuisine; write brochure.—M. S. Laver. (7311)

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PRIDE & CLARKE—Lucas, Miller, Wico and Villiers ignition spares and repairs, quotations by return, send for list. (M1098/R)

158. Stockwell Rd., S.W.9. Brixton 6251. (M1098/R)

M.E.S., now trading as Parker & Clark, Ltd., 118, High St., Hampton Hill, Middx. Tel. Mol. 7220; repair specialists, Lucas, Miller, Villiers, B.T.H. (7220)

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IMMEDIATE cover: special comprehensive rates for 500cc upwards; lowest rates for young drivers, old machines and cars; state age and if experienced.—74, Bedford Hill, Balham, S.W.12. Balham 4201-2. (0611/R)

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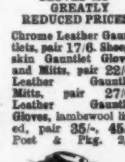
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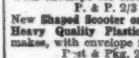
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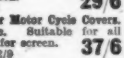
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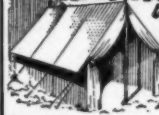
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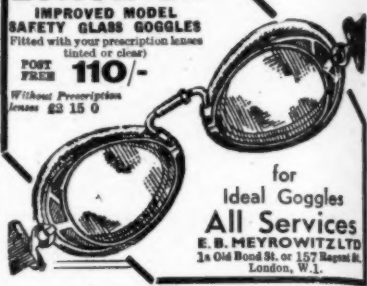
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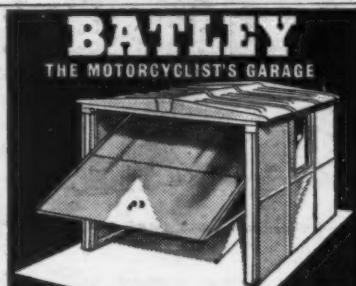
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